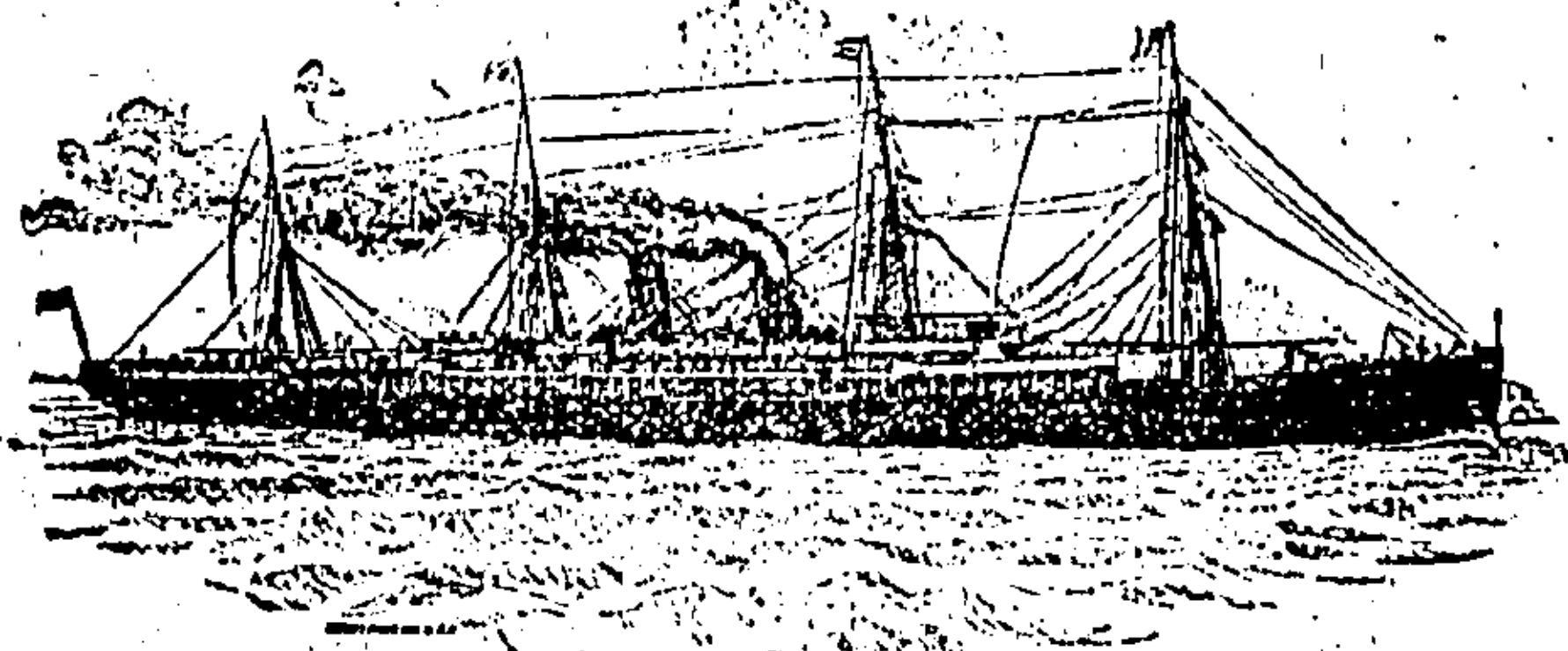


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

REGULAR CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|---------------|-------------------------------------|
| NIPPON MARU | TUESDAY, 8th September, at Noon. |
| SIBERIA | WEDNESDAY, 16th September, at Noon. |
| COPTIC | SATURDAY, 26th September, at Noon. |
| AMERICA MARU | SATURDAY, 3rd October, at Noon. |
| KOREA | TUESDAY, 13th October, at Noon. |
| GALLIC | TUESDAY, 20th October, at Noon. |
| HONGKONG MARU | WEDNESDAY, 28th October, at Noon. |
| CHINA | FRIDAY, 6th November, at Noon. |
| DORIC | SATURDAY, 14th November, at Noon. |

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th, 1902; 10 days, 15 hours.

The T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th instant, at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any port en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting lines, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials stationed in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages received at the Office until 5 P.M. same day; all Parcel Packages should be marked to press in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or Silver) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 1st September, 1903. J. STUART THOMSON, Acting Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| | | |
|--------------------------|------------|--------------------------------|
| S.S. "EMPERESS OF JAPAN" | 6,000 Tons | WEDNESDAY, 23rd September. |
| "TARTAR" | 4,425 | WEDNESDAY, 7th October. |
| "EMPERESS OF CHINA" | 6,000 | WEDNESDAY, 21st October. |
| "ATHENIAN" | 3,882 | WEDNESDAY, 4th November. |
| "EMPERESS OF INDIA" | 6,000 | WEDNESDAY, 18th November. |
| "EMPERESS OF JAPAN" | 6,000 | WEDNESDAY, 16th December. |
| "ATHENIAN" | 3,882 | WEDNESDAY, 13th January, 1904. |
| "EMPERESS OF CHINA" | 6,000 | WEDNESDAY, 10th February. |
| "ATHENIAN" | 3,882 | WEDNESDAY, 21st February. |
| "EMPERESS OF JAPAN" | 6,000 | WEDNESDAY, 9th March. |
| "EMPERESS OF CHINA" | 6,000 | WEDNESDAY, 30th March. |
| "EMPERESS OF INDIA" | 6,000 | WEDNESDAY, 20th April. |
| "ATHENIAN" | 3,882 | WEDNESDAY, 27th April. |
| "EMPERESS OF JAPAN" | 6,000 | WEDNESDAY, 14th May. |

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO COVVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving 2-3 DAYS TO A WEEK in the Trans-Pacific journey, and make connection at COVVER with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers from Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, and to none in the world, the LUXURIANCE OF ITS TRANS-CONTINENTAL LINES (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peddler's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Regular Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE MEDITERRANEAN, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| TEAMERS. | DESTINATIONS. | SAILING DATES. | Freight and Passengers. |
|----------|-------------------------------------|----------------|-------------------------|
| IGSBERG | HAVRE, BREMEN and HAMBURG. | 13th Sept. | Freight and Passengers. |
| ALUSIA | (Calling at SINGAPORE and PENANG.) | | |
| Döhren | HAVRE and HAMBURG. | 23rd Sept. | Freight. |
| SSINIA | (Calling at SINGAPORE and COLOMBO.) | | |
| ter | HAVRE and HAMBURG. | 6th October. | Freight. |
| AGAVIA | (Calling at SINGAPORE and PENANG.) | | |
| hülke | HAVRE and HAMBURG. | 20th October. | Freight. |
| ONIA | (Calling at SINGAPORE and COLOMBO.) | | |
| shmer | HAVRE and HAMBURG. | 3rd Nov. | Freight. |

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 29th August, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

| | | |
|--------------|------------|------------------------|
| S.S. "HONAM" | 2,363 tons | Captain H. D. Jones. |
| "POWAN" | 2,338 | G. F. Morrison, R.N.R. |
| "FAT LUN" | 2,260 | A. W. Dixon. |
| "HY-KOW" | 3,073 | C. V. Lloyd. |
| "KINSHAN" | 2,860 | J. J. Lussius. |

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday Do. from Macao to Hongkong daily at about 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 563 tons, Captain R. D. Thomas.

"SAINAM" 588 " B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD

Hongkong, 4th August, 1903. 1357c

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

C. W. CLARK, PHOTOGRAPHER.

Between Queen's Road and Des Vaux Road.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c PATRONAGE RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED

57 Varieties of good things for the table.

HEINZ

Do you know That HEINZ SWEET PICKLES are entirely different from other Pickles. That HEINZ SWEET PICKLES are not only safe to eat freely in the tropics but they assist digestion and stimulate the appetite. That HEINZ SWEET PICKLES are the ideal pickles for the tropics. That you can buy HEINZ SWEET PICKLES from your grocer or from—

THE MUTUAL STORES and ANGLO-AMERICAN STORES.

Hongkong, 26th August, 1903. 1553c

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRAK, near the TRAM TERMINUS, Tel. 66.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. 17

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. 1339c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INTERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

954c

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573c

GO TO THE KOWLOON HOTEL, KOWLOON.

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on MONDAY, the 7th September, 1903, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1903, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th September, both days inclusive.

By Order of the Board, C. MOONEY, Secretary.

Hongkong, 27th August, 1903. 1044c

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-ORDINARY GENERAL MEETING of HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at NOON, when the SUBJOINED RESOLUTIONS will be proposed, viz:—

"That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

"That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as SPECIAL RESOLUTIONS to a SECOND EXTRAORDINARY GENERAL MEETING which will be subsequently convened. Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON, General Managers.

931c

EMPLOYMENT WANTED.

AN ENGLISH EDUCATED SMART CHINESE, speaks English fluently, having Practical Commercial, General Office, and Shipping Experience; at present holding a Permanent Position seeks a Responsible Post.

Address:—"A.B.C." C/o H.K. Telegraph Co., Ltd. Office: Ice House Road.

Hongkong, 31st August, 1903. 1066c

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHAW, TOMES & CO., General Managers.

Hongkong, 15th August, 1903. 119

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. plates.

Special Prices for Quantities.

Sole Agents:—SIEMSEN & CO.

Hongkong, 10th January, 1903. 159d

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEVES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 29th August, 1903. 1054c

NOTICE.

OWNERS of Tenement Houses are reminded that Notices of Intention to demolish must be sent to the Secretary of the Board THREE CLEAR DAYS before the Work is commenced.

By Order, G. A. WOODCOCK, Secretary.

Sanitary Board Room, Hongkong, 29th August, 1903.

1054c

AMERICAN WATER MELONS!

FRESH HONEY IN COMB!

75 Cents per lb.

FRESH FIGS!!!

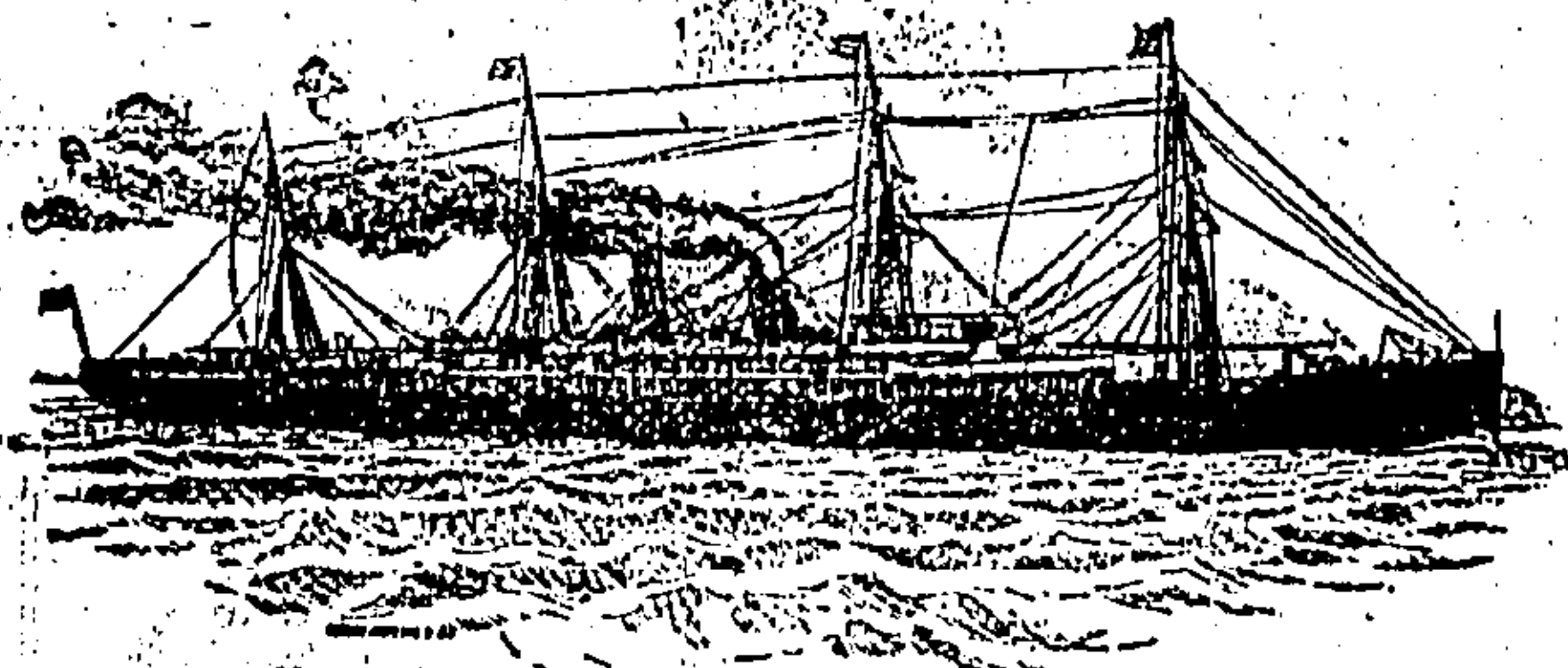
\$1.00 per doz.

These can be had fresh every day at—

CHING SHAN CHAN, No. 41, Central Market.

Hongkong, 19th August, 1903. 1774

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

KING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.
"NIPPON MARU".....TUESDAY, 8th September, at Noon.
"BIBERIA".....WEDNESDAY, 16th September, at Noon.
"COPTIO".....SATURDAY, 26th September, at Noon.
"AMERICA MARU".....SATURDAY, 3rd October, at Noon.
"KORBA".....TUESDAY, 13th October, at Noon.
"GAELIC".....TUESDAY, 20th October, at Noon.
"HONGKONG MARU".....WEDNESDAY, 28th October, at Noon.
"OHINA".....FRIDAY, 6th November, at Noon.
"DORIC".....SATURDAY, 14th November, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th 1902; 10 days, 15 hours.

The T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 8th instant, at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any of the ports.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by Companies' and connecting Steamers.

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Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

HONGKONG, 1st September, 1903.
CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, (B.C.)
EXPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| SHIP | TONS | DATE | TIME |
|--------------------|-------|-------------------------------|-------|
| "EMPRESS OF JAPAN" | 6,000 | WEDNESDAY, 23rd September | 10.00 |
| "TARTAR" | 4,475 | WEDNESDAY, 7th October | 10.00 |
| "EMPRESS OF CHINA" | 6,000 | WEDNESDAY, 21st October | 10.00 |
| "ATHENIAN" | 3,882 | WEDNESDAY, 4th November | 10.00 |
| "EMPRESS OF INDIA" | 6,000 | WEDNESDAY, 18th November | 10.00 |
| "EMPRESS OF JAPAN" | 6,000 | WEDNESDAY, 16th December | 10.00 |
| "EMPRESS OF CHINA" | 6,000 | WEDNESDAY, 13th January, 1904 | 10.00 |
| "ATHENIAN" | 3,882 | WEDNESDAY, 27th January | 10.00 |
| "EMPRESS OF INDIA" | 6,000 | WEDNESDAY, 10th February | 10.00 |
| "TARTAR" | 4,475 | WEDNESDAY, 24th February | 10.00 |
| "EMPRESS OF JAPAN" | 6,000 | WEDNESDAY, 9th March | 10.00 |
| "EMPRESS OF CHINA" | 6,000 | WEDNESDAY, 30th March | 10.00 |
| "EMPRESS OF INDIA" | 6,000 | WEDNESDAY, 20th April | 10.00 |
| "ATHENIAN" | 3,882 | WEDNESDAY, 27th April | 10.00 |
| "EMPRESS OF JAPAN" | 6,000 | WEDNESDAY, 11th May | 10.00 |

The magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO HONOLULU (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, saving FREE DAYS TO WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO 2 ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, New York, New York and Boston with all Trans-Atlantic Lines, which passengers great Britain and the Continent are given choice of.

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SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

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THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HONGKONG, 1st September, 1903.
HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
King Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE ADRIATIC, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| SHIP | DESTINATIONS | SAILING DATES | Freight and Passengers |
|-------------|-------------------------------------|---------------|-------------------------|
| "HAMBURG" | HAVRE, BREMEN, and HAMBURG. | 13th Sept. | Freight and Passengers. |
| "ALBATROSS" | (Calling at SINGAPORE and PENANG.) | 23rd Sept. | Freight. |
| "SINIA" | (Calling at SINGAPORE and COLOMBO.) | 6th October | Freight. |
| "GAVIA" | (Calling at SINGAPORE and PENANG.) | 20th October | Freight. |
| "ONIA" | (Calling at SINGAPORE and COLOMBO.) | 3rd Nov. | Freight. |

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

HONGKONG, 4th August, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM," 2,303 tons, Captain H. D. Jones.
"POWAN," 2,330 " " " G. F. Morrison, R.N.R.
"FATS LIN," 2,300 " " " C. W. Dixon.
"HANKOW," 3,073 " " " C. V. Lloyd.
"KINSHAN," 2,862 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.
S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
CANTON-WUCHOW LINE.

S.S. "NANNINGSHAN," 569 tons, Captain R. D. Thomas.
"SAINAM," 588 " " " B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 4th August, 1903. 1357c

Antimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED

57 Varieties of good things for the table.

Do you know
That HEINZ SWEET PICKLES are entirely different from other Pickles.
That HEINZ SWEET PICKLES are not only safe to eat freely in the tropics but they assist digestion and stimulate the appetite.
That HEINZ SWEET PICKLES are the ideal pickles for the tropics.
That you can buy HEINZ SWEET PICKLES from your grocer or from—

THE MUTUAL STORES and
ANGLO-AMERICAN STORES.
Hongkong, 26th August, 1903. 553c

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900. 12

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to
THE MANAGER.
Hongkong, 1st November, 1902. 1339c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co.,
VIENNA.

THE INVENTORS OF INCANDESCENT
GAS LIGHT.
ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INTERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

Antimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.
No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

573c

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on MONDAY, the 7th September, 1903, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1903, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th September, both days inclusive.
By Order of the Board,

C. MOONEY, Secretary.
Hongkong, 27th August, 1903. 1044c

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-ORDINARY GENERAL MEETING OF HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at NOON, when the SUBJOINED RESOLUTIONS will be proposed, viz:—

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as SPECIAL RESOLUTIONS to a SECOND EXTRAORDINARY GENERAL MEETING which will be subsequently convened.
Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON, General Managers. 937c

EMPLOYMENT WANTED.

AN ENGLISH EDUCATED SMART CHINESE, speaks English fluently, having Practical Commercial, General Office and Shipping Experience; at present holding a Permanent Position seeks a Responsible Post.
Address—
"A.B.C."
C/o H.K. Telegraph Co., Ltd.
Office: Ice House Road.
Hongkong, 31st August, 1903. 1066c

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 35 lbs. net \$2.85 ex Factory.

General Managers.
SHEWAN TOMES & CO.,
Hongkong, 15th August, 1903. 119c

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.
Sole Agents—
SHEWAN TOMES & CO.,
Hongkong, 10th January, 1903. 109c

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 10th March, 1903. 114c

AMERICAN WATER MELONS.

FRESH HONEY IN COMB.

75 Cents per lb.

FRESH FIGS.

50c per doz.

There can be had fresh every day at

CHING SHAN CHAN

No. 41, Central Market.
Hongkong, 10th August, 1903. 777c

JAPAN AND RUSSIA: THE
FRENCH POINT OF VIEW.

If we accept it as an axiom that we are unable to see ourselves as others see us, we may still regard others from the standpoint of a third party. In "the guard post of the morn" it looks somewhat as if the Bear was preparing to make a meal of the Chrysanthemum, but if he attempts to assimilate this unaccustomed fare he will find it most remarkably hard of digestion. Blagovetchenok and Kishineff were well enough as there was nobody there to hit back, but in the Land of the Rising Sun are men who know the game, who have played the game, and are most decidedly prepared to play it again, and this time for all that it is worth. But evidently Russia's European ally is extremely nervous about the situation, and the *Monteur* de la Flotte has set itself to prove that all is far the best in the heat of all possible far East. "If we were to believe certain reports which have recently appeared in the newspapers," says the ingenious *Monteur*, "it would appear as if Japan were actually contemplating a war with Russia in the near future, and was preparing for it. But these rumours are most decidedly contradicted by the cordial reception recently accorded by the Mikado to General Kuropatkin, the Russian Minister of War. But the prophets of war are not the least embarrassed by such a little thing as this; they maintain that the friendly attitude of the Japanese Sovereign covered dark and sinister designs on the part of the nation he represents." It is well to have an open mind, and it is distinctly charitable to believe no evil of one's neighbour; and one knows the rising sun as one reads that "we do not believe a word of it, but, on the contrary, are of opinion that everything points to a pacific attitude on the part of Japan." Having thus given the potential enemy of Russia credit for the noblest sentiments the writer now adopts quite a different attitude, and apparently wishes to prove that she could not fight if she wanted to do so. "We must agree," he goes on, "that the augmentation of the Japanese Fleet has only been carried out by Parliament with the very greatest difficulty, and if we inquire into the financial situation of Japan, and if we admit, as we are bound to do, that money is the sinews of war in the Far East as elsewhere, let us see if the Japanese exchequer is equal to the strain which it will be called upon to bear. To say that the development of Japan is one of the wonders of the world is merely to repeat a platitude." So far we can cordially agree with *Monteur*, as Japanese exports which barely touched five millions one hundred thousand pounds sterling in 1872 rose to the immense sum of nearly fifty-one millions in 1902, and in the same period the imports rose from two millions to twenty-five millions. One may search the annals of commerce in vain for a parallel case. This immense advance in commerce had its corollary a similar increase in railways and in her mercantile marine; in 1872 there were but thirty kilometres of railroad, in 1902 there were 5,000. In the year 1891 Japan possessed 586 steamers, of an aggregate tonnage of 145,962 tons. In 1895 she possessed 722 sailing vessels and 745 steamers, of a gross tonnage of 212,925 tons. In 1899 she had 1,914 sailing vessels and 1,130 steamers, of a gross tonnage of 648,324 tons. Thus it will be seen that in eight years the total of her mercantile marine had increased by 345 per cent., the tonnage of steamers by 409 per cent. At the same time her internal industries have progressed in a not less astonishing manner, particularly in the direction of factories for the manufacture of articles which hitherto had exclusively been imported from abroad. All this our *Monteur* freely admits, but when it comes to expenditure he proceeds to prove that Japan can by no possibility afford to go to war. "This extraordinary progress," he goes on to say, "is due very largely to the protection and succour of the State. The result is that the finances of Japan are in anything but a flourishing condition, inasmuch as military and naval expenditure has risen considerably; during the period 1893-1900 military expenditure has reached a total of sixty millions of pounds sterling; the budget of the army has tripled, that of the navy has quadrupled. In consequence of this taxation has risen by 175 per cent. On the day of the declaration of war Japan could not raise more than twenty-four millions sterling for the purpose of sustaining her forces upon a war footing, 'et cela en faisant fliche de tout bois.' Even to do this she must use five millions already allocated to her Naval Reserve, and must draw out all disposable funds from banks and savings banks. These millions once disposed of, she must fall back upon her ally, England, who would not fall to demand a heavy mortgage." So much for the financial side of the question; but it does not seem to occur to the *Monteur* that even bankrupt States have put up a very fine fight ere this, neither does it remember that want of money never stopped any one from going to war who wished to do so. Having paid a terrible monetary price, duly equipped with a white sheet and lighted lantern inside its turnip head, the *Monteur* once more returns to the charge, this time with a full-fledged military spectre. "The Mikado must not forget," it continues, "that Russia has achieved the completion of its Trans-Siberian Railway. Or, rather, in a burst of candour, 'very nearly.' Also that this railway can be used for military purposes." Surely a somewhat unnecessary piece of information! "Ho (the Mikado) must not forget that the garrisons of Port Arthur and Manchuria are already very numerous, and can be easily reinforced." *Pardieu* the *Monteur* can expect that the Mikado knows just a little more on this subject than his would-be-instructor. But now comes the greatest coup of all, and the *Monteur* evidently means to make the Mikado's flesh creep. "His time," he writes, "not forget that the Russian fleet in the Far East actually numbers fifty-three armed vessels, shortly to be reinforced by eleven torpedo-boat destroyers, which are only the awe-offening Cronstadt. In a very short time Russia will have in the im-

mediate neighbourhood of Japan nine battleships, eleven first-class cruisers, eight second-class cruisers, three gunboats, twenty-eight destroyers, and twenty-two torpedo boats. It is difficult to discover whether the last paragraph of this remarkable article is "written sarkatic" or not, as it runs thus: "These are peremptory arguments in favour of an essentially peaceful policy which Japan would do well to carefully consider. Nevertheless, we do not believe in those warlike rumours to which alarmists are lending themselves." A more remarkable article than this it would be hard to imagine, alternately warning and bullying the Japanese.

The Russians have fifty-three vessels of war in "l'extreme Orient," their good friends and allies, the French, have twenty-four; as it is possible that the *Monteur* foreshadows that perhaps the Russian may wish his ally to come to his aid to smash this upstart among the nations who actually has a will and a policy which does not square with that of the bureaucracy of St. Petersburg? Very inconvenient will Japan prove should it end in war and this the *Monteur* knows right well; hence the assumption of disbelief, the veiled threats and general sense of uneasiness which prevades the tone of the paper. They might, had they had been so minded, have compiled a list of Japanese warships for the study of their allies, and spoken of the *Mikasa* and *Asahi*, of 15,200 tons; of the *Hatsuse*, of 15,000 tons; of the *Shikishima*, of 14,850 tons, of the *Fuji* and *Yashima* of 12,500 tons, of those fine cruisers the *Asama* and *Tokitsuna* of 9,750 tons, and of many another staunch Japanese vessel, the products mostly of our great English shipyards. But they set out to frighten the Japanese; this, in the opinion of any one who knows them well, is not an easy task. The *Monteur* had really better try this game on somebody else; it is not likely to succeed in the Land of the Rising Sun.—P.M.G.

Notice of Firm.

PACIFIC MAIL STEAMSHIP COMPANY,
OCCIDENTAL & ORIENTAL S.S. CO.TOYO KISEN KAISHA
(ORIENTAL S.S. CO.)

NOTICE.

DURING my ABSENCE from the Colony, and until further Notice, Mr. J. STUART THOMSON will ASSUME CHARGE of this Agency of the above Companies as ACTING AGENT, after the sailing of the O. & O. S.S. "DORIC," September 1st, 1903.

E. W. TILDEN,
Agent.

Hongkong, 31st August, 1903. [1063e]

Consigners.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER HANDELS-AMERIKA
LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN,"
of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 8th September, at 9.30 A.M.

All Claims must reach us before the 14th September, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
Agents.

Hongkong, 1st September, 1903. [1063e]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 1st September, 1903. [874d]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND
MANILA.

THE Steamship

"NORDKYN,"
Captain: A. Beer, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO.,
General Agents.

Hongkong, 2nd September, 1903. [1074e]

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 7th day of September, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shaikwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale | Locality. | Boundary Measurements. | Area in Acres. | Annual Rent. | Upper Price. |
|-------------|-----------|-----------------------------|----------------|--------------|--------------|
| 1 | Shaikwan. | 60 ft. 30 ft. 60 ft. 30 ft. | 3.000 | 30 | 900 |

Hongkong, 31st August, 1903. [1063e]

Insurance.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

RICHARD A. MCCURDY, President.

ORGANIZED IN 1843.

MR. GEORGE ECKLEY has been appointed AGENCY DIRECTOR of the above Company and a Branch Office has been opened in the Hongkong Club Annex, Ground Floor, Chater Road.

By Order,

BASIL H. BETTS,
Special Representative for
Hongkong, China and Japan.

Hongkong, 17th August, 1903. [592e]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1903. [25]

Intimations.

THE ROBINSON PIANO Co., LTD.

NOTE

ENTIRELY - - -
NEW STOCK - - -

to arrive this month. Specially and most carefully chosen, direct FROM THE FACTORIES

BY OUR

MR. ROBINSON

NOW IN EUROPE.

GREAT - - -
REDUCTIONS - - -

in our present stock of Pianos and Musical Goods.

A quantity of old music still left, being sold very cheap. Call in and see what we have. All enquiries will be most courteously and promptly answered.

THE APOLLO PIANO PLAYER

RECITALS DAILY

Price from \$450 up.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen.

Hongkong, 2nd September, 1903. [415e]

Kabuto
PURE DELICIOUS REFRESHING

may now be had in Cases of 4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO.,
3, DUNDAS STREET.

Hongkong, 1st September, 1903. [564e]

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,
A.M. INST. C.E.,
Manager.

Hongkong, 2nd April, 1903. [20]

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 10th May, 1903. [17]

CHINESE AMERICAN COMMERCIAL COMPANY.

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903. [543e]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

ICE HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Photography, and Sculpture, 1903. [44e]

Relieves the scalding pain at once and

CURES

all discharges from the genito-urinary organs in either sex in 48 HOURS.

Santal-Midy

Unlike the san- dal oil of the Bazar, is superior to Copaiba, Cubeb, or Injections, and causes no inconveniences.

Beware of imitations.

Each bottle contains 100 capsules, bears the name of

SANTAL MIDY

SANTAL MIDY

SANTAL MIDY

SANTAL MIDY

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Mails.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

AWA MARU MARSEILLES, LONDON & ANT- SATURDAY, 5th Sept.

N. Trennt WERP, VIA SINGAPORE, PENANG, Daylight.

BOMBAY MARU COLOMBO AND PORT SAID TUESDAY, 8th Sept.

T. Mural BOMBAY, VIA SINGAPORE and Noon.

SHINANO MARU VICTORIA, B.C., and SEATTLE, TUESDAY, 8th Sept.

W. Thompson U.S.A., VIA SHANGHAI, MOJI, 4 P.M.

YAWATA MARU KOBE AND YOKOHAMA WEDNESDAY, 9th Sept.

A. E. Moses NAGASAKI, KOBE and YOKO- Noon.

WAKASA MARU HAMA FRIDAY, 11th Sept.

J. H. MacMillan KOBE AND YOKOHAMA Daylight.

KUMANO MARU SYDNEY AND MELBOURNE, VIA FRIDAY, 11th Sept.

E. W. Haswell MANILA, THURSDAY, 4 P.M.

KINSHU MARU TOWNSVILLE AND BRISBANE TUESDAY, 15th Sept.

T. Harrison MOJI, KOBE and YOKOHAMA Noon.

KUMAKURA MARU MARSEILLES, LONDON & ANT- SATURDAY, 19th Sept.

H. Peterson WERP, VIA SINGAPORE, PENANG, Daylight.

COLOMBO AND PORT SAID Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company Local Branch Office in Prince's Building, 1st Floor, Chater Road.

Hongkong, 31st August, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MAR-

SEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE

ON TUESDAY, the 8th September, 1903,

at 1 P.M., the Company's Steamship

"ALAZIE," Captain Neire, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 7th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAUMPEAUX,
Agent.

Hongkong, 26th August, 1903. [1003e]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1903.

Olympia 2,837 J. Truebridge... Sept. 19

Lyra 4,417 F. Williams... Sept. 17

Tacoma 2,812 A. Dixon Sept. 24

Victoria 3,502 J. Panton Oct. 19

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and

Intimations.

S. WATSON & CO.,
LIMITED.

LOWER AND VEGETABLE
SEEDS
FOR THE SEASON 1903-1904.

ORDERS are now being executed from
Stocks only.

ICED CATALOGUES, with Hints on
thing, can be obtained free on Appli-

ese SEEDS are supplied to us by
EST GROWERS IN THE WORLD.

essential to use particular care when
and to exercise supervision over the
se Gardeners, whose "old custom"
of dealing with the Seeds may
times lead to disappointing results.

Y'S FERTILISER,

For use in the garden generally.

NOME'S LAWN-MOWERS.

Best and Cheapest Machines in the

S. WATSON & Co.,
LIMITED,
SEEDSMEN.

ESTABLISHED 1841.

TELEPHONE NO. 210
ADDRESS: "ACHEE," HONGKONG.
A. R. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

CHEE & CO.,
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TEMPORARY STORE:
FLOOR, 12, QUEEN'S ROAD,
above Messrs. H. Price & Co.)

FURNITURE
DEALERS.

LIVING-ROOM,
DINING-ROOM,
and BED-ROOM

FURNITURE.
CRO-PLATED,
GLASS, and
CHINA WARES.

MUR'S MICROBE-PROOF
FILTERS,
CHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

NG RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
COPYING and PRINTING
PERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Aug. 29th August, 1903 [728d]

MICHAEL AND
CLARKE,

SHIPPING ENGINEERS AND
SHIPBUILDERS,
MECHANICS AND CONTRACTORS.

WORKS PROMPTLY ATTENDED TO.
ADDRESS: "CARMICHAEL," Hongkong.
Code 4th Edition.

Standard Code.
Aug. 29th March, 1903. [1355]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

BIRTHS.
On the 27th August, at Portman Mansions,
London, the wife of H. J. CRAIG, of a daughter.
On the 20th August, at 34, Sinza Road,
Shanghai, the wife of BORKOWSKY, of a son.
DEATHS.
On the 28th ult. at Shanghai, FRANCIS
KINGSMILL, aged 28 years.
On the 30th August, at 3, Haskell Road,
Shanghai, the residence of her son-in-law Wm.
Fraser, MARGARET GIBSON, widow of the late
Captain Alex. Maclean, Aberdeen, N.B.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 4, 1903.

HONGKONG OPIUM FARM.

We gave yesterday the particulars relating
to the tenders for the new Hongkong Opium
Farm, which we were then able to gather
from an unofficial source and from the letter,
which we print below, it will be seen that our
report of last evening is now officially confirmed.
The communication, by the way, we
reproduce by kind permission of the successful
tenderers, Messrs. Tan Joo Chin and
Seah Eng Kiat, of 36, Bonham Strand West.
The letter is as follows:—

Colonial Secretary's Office,
4th September, 1903.

"Gentlemen,
"With reference to your tender, dated the
31st ultimo, offering the sum of \$185,000
per mensem as rent for the privileges
known as the Opium Farm for three years
from the 1st March, 1904, inclusive, I am
directed to inform you that His Excellency
the Governor in Council has been pleased
to accept your tender.

"2. I am to invite your attention to the
4th paragraph of the 'Conditions of
'Tendering' which requires you to deposit
with the Colonial Treasurer, before the 1st
January next, approved security, either
money or title deeds, to the value of three
months' rent of the Farm for the
due performance of the conditions on which
the privilege is granted and of the stipulations
or agreement in respect thereof.

"3. I am further to request you to be good
enough to attend at the Crown Solicitor's
office with a view to the necessary deed of
grant being executed.

"I have the honour to be, Gentlemen,

Your obedient servant,

F. H. MAV,
Colonial Secretary.

"Messrs. Tan Joo Chin and Seah Eng
Kiat, of 36, Bonham Strand West."

It appeared that technical objections had
been mooted against the monopoly being
granted to Messrs. Tan Joo Chin and Seah
Eng Kiat through their failure to accom-
pany the tender with the deposit receipt
of the amount placed with the Colonial
Treasurer as a *bona fides* of the offer.
Learning that the gentleman second
in the list of tenderers, given in our
columns yesterday, was to contest the legality
of the grant to the present farmers, they
instructed Messrs. Deacon and Hastings to
watch their interests at the meeting of the
Executive Council held yesterday in the
event of Counsel for the other party being
allowed to appear. We are informed that the
Hon. H. E. Pollock, K.C., was retained in
behalf of Mr. Ho Kom Tong, and that an
application was made to the Colonial Sec-
retary that the tenderer be heard through
Counsel who might be allowed to argue
the case before the Executive Council.
We were further informed that refer-
ence by Government to the hon. the
Attorney General elicited the advice from
the law officer of the Crown that the deli-
berations of this Council being strictly pri-
vate, Counsel could not appear. For that
reason it has not been possible for us to
ascertain upon what grounds Messrs. Tan
and Seah's claim was upheld. They were
at one time (1898-99) connected with the
Straits Settlements Farm, and on their failure
to work in agreement with their old partners
on the new lease of the Straits farm they
proceeded to Hongkong and succeeded in
obtaining the privilege they now hold.

THE INTERNATIONAL YACHT
RACE.

As announced in a special extra to the
Hongkong Telegraph, at nine o'clock this
morning, the American yacht, *Reliance*, has
successfully defended the Royal Yacht Squa-
dron's International Queen's Cup, value
£100, which was first won by the *America*,
an American yacht, of 171 tons, at Cowes
Regatta, August 22, 1851, in a match round
the Isle of Wight, and afterwards presented
to the New York Yacht Club as a trophy for
an international race. The eyes of yacht-
lovers the world over have been turned to-
ward the spot on the American Atlantic sea-
board where *Shamrock III*, emblematic of
Sir Thomas Lipton's Irish sporting pluck,
has struggled for the blue ribbon of the
ocean with the representative of the Stars
and Stripes in which millions of Americans
have placed so much "reliance." Descrip-
tions of the challenger and defender,
with comparative tabulations of their pro-
perties, lines, and sailing qualifications,
estimates of their speeds in rough weather

and on a calm sea, detailed narratives of the
habits and manners of those who were to
man them during the cup contest—all have
been poured forth upon an eagerly listening
public from the sanctuaries of a hundred
publications. It will, however, be interesting
to note that *Shamrock III*, embodying more
novelties of type and design than any boat yet
built in Great Britain for America cup matches,
the most characteristic and, in some
respects, the most daring, departure being
in the fact that the length of the fin was
shortened to an extraordinary extent, thus
providing decreased friction and quicker
turning. Nickel steel was chosen as the
metal for the plating instead of manganese
bronze, and this was manufactured with a
view to securing the minimum of weight
with the maximum of tensile strength and
trustworthiness. Her general dimensions,
being practically dictated, to by the condi-
tions of the contest, are in a great degree
similar to those of her immediate predeces-
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those limits Mr. William Fife, the designer
of *Shamrock I*, displayed a considerable
amount of originality, reverting to the old
cut type, widely differing from the new de-
fender, built on the "skimming dish" pattern.
The *Reliance* is a decided departure on the
part of Herreshoff from his other cup de-
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American ripe flat floored, fin keeled boats.
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ever sustained at the start in any
'America' Cup race." Owing to
want of wind the event could not be re-
sailed until yesterday when, according to
our London correspondent, whose wire is
supplemented by information kindly placed
at our disposal by the local representative
of the Sperry Flour Company, the defender
won the race by between eight and ten
minutes thus leaving in America the cup,
which the genial Hibernian knight, who
has proved himself first a man, then a sport,
and last, but by no means least, a true son
of Erin has, for the third time, unsuccess-
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to note that *Shamrock III*, embodying more
novelties of type and design than any boat yet
built in Great Britain for America cup matches,
the most characteristic and, in some
respects, the most daring, departure being
in the fact that the length of the fin was
shortened to an extraordinary extent, thus
providing decreased friction and quicker
turning. Nickel steel was chosen as the
metal for the plating instead of manganese
bronze, and this was manufactured with a
view to securing the minimum of weight
with the maximum of tensile strength and
trustworthiness. Her general dimensions,
being practically dictated, to by the condi-
tions of the contest, are in a great degree
similar to those of her immediate predeces-
sors; but in the moulding of the boat within
those limits Mr. William Fife, the designer
of *Shamrock I*, displayed a considerable
amount of originality, reverting to the old
cut type, widely differing from the new de-
fender, built on the "skimming dish" pattern.
The *Reliance* is a decided departure on the
part of Herreshoff from his other cup de-
fenders, and is an excellent example of the
American ripe flat floored, fin keeled boats.
Her lines are very easy, with few hard places,
and a graceful, sweeping curve from the
bilges into the garboards. Her stern is very
flat, so that she leaves but little wake,
while her bow, although not quite so broad
and flat as that of the *Independence*, is still
very much different from the bow of either
the *Constitution* or the *Columbia*. At the
time of launching it was believed that her
strongest points of sailing would be with
started sheets in a comparatively smooth sea
while her weakest point would be on the wind
and flattened sheets, a point on which the
Shamrock III, was said to be very fast. The
conditions upon which the recent contest was
to be decided were:—The best three out of
five races, the course to start from Sandy
Hook Lightship. The first race to be to
windward or leeward and return, the second
race an equilateral triangle, the third and fifth
races similar to the first, and the fourth race
similar to the second. The course was to be
as nearly as possible 30 nautical miles in
length. If in any race neither yacht went
over the course within five and a half hours,
exclusive of time allowance, such race
was not to count, and had to be resailed.
The first race was to be sailed on Thursday,
August 20; the second on Saturday, August
22; and the third on Tuesday, August 25.
Further races (if any) were to be sailed on
each following Thursday, Saturday, and
Tuesday until finished. We have seen
that the first race was abandoned,
with the *Reliance* leading, and that when it
was resailed the defender won by seven
minutes. In the second race, the *Shamrock*
was 2 minutes and 36 seconds late in start-
ing, of which 36 seconds were disallowed
according to rule, and although in running
home she gained considerably, the *Reliance*
secured the event by 79 seconds. With
regard to the third race, which was declared
off on the 27th ult., Reuter reported that "the
result of the skilful jockeying of the *Reliance*
was that neither boat crossed the starting
line till after the handicap gun had fired, the
Shamrock thus losing 107 out of 157 seconds
handicap. This is the worst tactical defeat
ever sustained at the start in any
'America' Cup race." Owing to
want of wind the event could not be re-
sailed until yesterday when, according to
our London correspondent, whose wire is
supplemented by information kindly placed
at our disposal by the local representative
of the Sperry Flour Company, the defender
won the race by between eight and ten
minutes thus leaving in America the cup,
which the genial Hibernian knight, who
has proved himself first a man, then a sport,
and last, but by no means least, a true son
of Erin has, for the third time, unsuccess-
fully endeavoured to carry across the
Atlantic.

and on a calm sea, detailed narratives of the
habits and manners of those who were to
man them during the cup contest—all have
been poured forth upon an eagerly listening
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TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

International Yacht Race.

AMERICA RETAINS THE CUP.

(From Our Own Correspondent.)

London, 3rd September, 10.55 p.m.

The *Reliance* won the final race for the "America" cup.

[The above was issued as a special extra to the *Hongkong Telegraph* at 9 a.m. to-day.—Ed., H.K.T.]

The local representative of the Sperry Flour Company has courteously supplied us with the additional fact that the *Reliance* won by between eight and ten minutes.

(Reuter's.)

The Balkan Trouble.

LONDON, 2nd September.

The insurrection was proclaimed yesterday in various fresh districts of Macedonia adjoining the Bulgarian frontier.

Germany and Russia have urged the Sultan to adopt more energetic measures, but the Sultan persists in directing the operations in Macedonia from the palace.

The Beirut Affair.

The American Minister refuses to accept the excuse that the Beirut affair was merely a casual shot fired during some wedding celebrations and is pressing for a settlement of various outstanding disputes which the despatch of the squadron is expected to accelerate.

LATER.

The "America" Cup.

The third race for the "America" Cup has been again postponed.

The Tsar's Visit to Austria.

The Tsar will probably go to Vienna earlier than was expected in order to confer with the Emperor Francis concerning Macedonia.

The enthusiasm in Vienna in connection with the King's visit is unabated, and the streets are constantly thronged with people waiting to see the King pass; never, in recent years, has the visit of a foreign monarch caused such immense crowds and such cordiality.

(N. C. D. News.)

Russia and the Porte.

London, 29th August.

The Russian squadron has returned to Odessa.

The Chamberlain Crusade.

London, 29th August.

The Liberals have gained the seat in Argyllshire lately held by Mr. D. N. Nicol (Conservative), deceased. The Free-traders are jubilant. The *Standard* and *Morning Post* consider the election a blow to Mr. Chamberlain.

The Meeting of two Imperial Powers.

London, 29th August.

King Edward and the Czar are to meet at Copenhagen in the middle of September as the guests of King Christian of Denmark.

The Discord in Macedonia.

London, 29th August.

Bulgarians have attacked Neveska, killing two hundred out of the garrison of two hundred and forty.

They then constructed earthworks round the town. Seven (Turkish) battalions have arrived on the scene, and are now bombarding the earthworks.

(Shanghai Mercury.)

Russia and Japan.

NEGOTIATIONS IN ST. PETERSBURG.

SLOW PROGRESS.

Vienna, August 23rd.

The negotiations now going on between Mr. Kurino, Japanese Minister to St. Petersburg, and the Russian Government, with a view to an amicable settlement of the Manchurian difficulty, cover twelve points in particular. Of these the most important are (1) recognition of Japanese supremacy in Korea; (2) the opening of Manchuria to foreign trade; (3) recognition of the Yalu as the boundary between the Russian and Japanese spheres of interest. The Russian Government hold that the suggested basis for a compromise is too disadvantageous to their interests, and they are believed to hesitate to comply with the Japanese proposal. A draft of the compromise suggested was submitted to the Russian Government about ten days ago, but the negotiations are making very slow progress.

(Manila Cablenews.)

Illness of Pope Pius X.

Rome, August 31st.

The Pope's health is failing rapidly. A critical condition is considered imminent.

Czar's Successor Paralyzed.

St. Petersburg, August 31st.

Grand Duke Michael has had a stroke of paralysis.

His condition is very serious. M. de Witte, financial secretary of the government, has been made President of the Committee of Russian Ministers.

Philippine Currency.

San Francisco, Sept. 1.

A shipment of five million dollars, Philippine currency, has been made on the transport *Thomas*, which sails for Manila to-day. The money is all in bills.

ALLEGED ATTEMPTED MURDER.

STRANGE AFFAIR AT THE PEAK.

Curt Vincenz, a planter, who arrived here with his servant on Tuesday morning from Penang, per the Imperial German mail steamer *Zieten*, and who resided at the Hongkong Hotel for a day or so, was charged at the Magistracy this morning with feloniously and wilfully, and of his malice aforethought, did shoot and wound Ng Kim, a public chair coolie, at the Peak yesterday afternoon. It is alleged that Vincenz hired a chair and proceeded to the flagstaff, and when nearing "Mountain Lodge," on his return journey took out a revolver and fired two shots at the coolie carrying the front of his chair. One shot pierced the man's arm, and the other penetrated his ribs. The coolie instantly fell, throwing Vincenz out of the chair. The other coolie bolted, and probably reported the matter at the station, for ere long a European constable came up, and had Vincenz arrested, and the injured coolie conveyed to the Hospital. When asked why he shot the man the defendant replied, "I do not know." For two hours after the affair, no chair coolies, nor chairs, could be seen or obtained in that vicinity. Inspector Robertson managed to get the coolies to work again. The case was adjourned until Friday, 11th inst., in order that the injured coolie's evidence may be heard.

AFFAIRS IN KWANGSI.

TEMPORARY VICEROY WANTED

(From Our Correspondent.)

CANTON, 3rd September.

With his usual thoroughness H.E. Viceroy Tsen is pursuing a very stringent and severe course with the rebels, and dispatches received in this city are the reverse to those we have been in the habit of seeing. Until some two or three weeks ago, it was not unusual to have authentic news of the rebels' successes in their engagements with the Imperial troops, but now it is quite the opposite, and reports to hand state that H.E. Tsen has had numerous successes and is thoroughly punishing all those captured who cannot clear their characters. People who have arrived here from the disturbed districts give the Viceroy an excellent name, stating he is very just and that there is no escaping the extreme penalty when captives are found to have been complicated in the rebellion, and especially any troops that deserted under the late Governor of Kwangsi. It is known in the city that H.E. has his hands quite full, and this morning I learn on excellent authority that he has suggested to the Throne that while he is in Kwangsi a Viceroy should be appointed temporarily for Kwangtung. At present the Treasurer is Acting Viceroy here under orders from H.E. Tsen. From the above it can be gathered that H.E. himself sees a prolonged resistance in the "disturbed districts" which will keep him for a long period away from Kwangtung. Troops still continue to depart from here for the West River, passing through Wuchow in the direction of Nanning. The populace of the towns, where any stoppage is made, admire and praise the way the soldiers are kept in hand, and are more than surprised that everything had by the troops is paid for perhaps not at its full value; but then to be paid for at all is a surprise to those who have no experience with the soldiers when Governor Wang of Kwangsi was in command. It is stated that H.E. Tsen has given instructions that everything had by his troops is to be paid for at market value, and it is known that he holds the captain in charge of each batch of troops responsible and metes out severe punishment if any complaint, made by the elders of any town, is proven.

THE RECENT COLLISION

NEAR HONGKONG.

The N. C. D. News of 31st ult. says:—

The necessary bond in connection with the collision off Breaker Point in which the *Huang-hai* was sunk was given before the arrival here on Saturday of the R. M. S. *Empress of India*, so that no formal arrest was necessary.

CHINESE AND MEXICO.

A despatch from E. L. Paso, in Texas, dated 27th ult., says:—A report from reliable sources has reached here that Secretary of State Roman Corral of the Mexican republic has just issued an order that Chinese be excluded from Mexico. The order is directed especially to the western coast along the Gulf, where Chinese have been arriving by the shipload and scattering throughout the republic, many finally making their way to the United States by smuggling themselves across the border.

The order becomes effective at once and it is stated that several cargoes of Chinese, now on the seas and destined for Guaymas, state of Sonora, will not be permitted to land.

The next Mexican Congress, which meets on September 16, will, it is said, pass a general law for the exclusion of all Chinese immigrants.

THE Hon. Sec. of the Shanghai Cricket Club has intimated that the Hongkong Cricket Team will leave the colony for that port on the 23rd of September. The N. C. D. News, of 31st ult., says: Considerable interest is already being shown in cricketing circles as to the probable composition of the team which will represent Shanghai in the coming interport matches. Shanghai should be able to put a splendid XI into the field if all the crack players are fit and well when the time comes. The selection committee ought not to have a very difficult task in choosing the first nine members of the team, but there will be keen competition for the last two places.

THE WILD TRIBES OF THE PHILIPPINE ARCHIPELAGO.

Few people properly conceive the true character of the "Filipino" race; and few people realize the fact that inhabiting the Philippine Islands is a conglomerate mass of humanity—civilized, semi-civilized, savage and cannibal—constituting eighty or more distinct tribes, each with its own peculiarities and speaking a distinct dialect. These, however, are the inhabitants of the 1,800 or more islands, large and small, forming the vast archipelago, and perhaps, it is safe to say that the sea coast and few neighbouring provinces denote the greater line of civilization, while the interior, which, in the past was left to the pagan tribes, is practically the same to-day, although somewhat more explored.

Manila, the home of the "Tagalos" and the centre of civilization; owing to the fact that intercourse has been maintained between Europeans and the natives for centuries, is also the cosmopolitan city. And greatly for that reason, one who has only been in Manila and visited its neighbouring provinces cannot rightly say that he has seen the typical "Filipino"; for he would be as greatly mistaken, as one would be, if he claimed having seen China and its people after visiting Hongkong. To see the typical "Filipino," one must travel beyond the reach of ocean craft, leave all signs of railroads behind, and go to the mountain villages of the "Negritos" (little blacks), the aboriginals of the Philippines, now almost extinct although they are still met in the Zambales mountains, and in some parts of the Baguayan valley. Apparently, they do not number over thirty thousand souls, and as the result of continuous wars made upon them by other tribes the race is fast becoming extinct. Of all the native tribes found in the islands, they are the smallest, with short curly hair and jet black complexion, the peculiarity from which they derive their name. They are peacefully inclined, submissive and readily submit to any new government. Their customs are most antiquated, and they live entirely by hunting, using spears, bows and arrows while they also do a great deal of trapping. Although it is claimed that they are the aboriginals of the islands, they are practically without a history, and many of them do not even know anything about their forefathers; their ancestry appearing wholly obliterated. A large number do not know any name, unless it be the tribal distinction given them by the chief of the tribe to which they belong. They have no knowledge of literature, and are without signs or symbols, which it is claimed existed among the islanders prior to the arrival of the Spaniards. Regarding their customs, habits and manners, they are found to-day practically as they were centuries ago, and as they will surely pass into another generation.

THE IGOROTES OF NORTHERN LUZON are probably the next best known of the pagan tribes, and although they still wear the G-string (breecloth) as their only clothing they approach closer to civilization than any other of the uncivilized tribes, many of which may rightfully be called wholly civilized. The latter, inhabiting the provinces of Benguet, Bontoc and Sepanto build towns or settlements (called rancheros) and cultivate the land extensively, but when it comes to labour, they do not differ from other classes of "Filipinos," believing that labour was made solely for women. Hence the men will sit down alongside of a field and with bow and arrow, or spear in hand, guard the women while they till the soil. Many of the Igorotes have been christianized by Spanish priests; and to-day are firm believers in Roman Catholicism. The greater majority, however, are neither Christians nor Mohammedans, and have a fanatical religion, which they support through ancestral beliefs; they worship a tree, known as a "God-tree," and also deem a pig as most sacred. On certain days of the month, which they figure out by the moon, all the men of a ranchero assemble under the God-tree, and amid great yelling do their worshipping. The women not being allowed to partake in the devotions are not permitted under the tree. Should anyone break a limb from the tree, it will cause the little brown men to pray for days, as they then believe that their religion has been partly broken, and unless they pray for its restoration, it will be wholly destroyed.

Some of the Igorotes are very muscular, possessing unlimited strength and a capacity for enduring hardships. They will carry packages weighing really one hundred and fifty pounds, strapped to their backs, and can travel 30 miles in a day over almost impassable trails, where white men can barely get along empty handed. Of their houses, much can be said; they are free of bamboo or nipa, so common in buildings throughout the islands, being built of saplings held together by vines, gathered from the forests, while the roofs are grass covered. Their houses generally consist of two rooms, one for the family, and the other for the pig, whose sacredness permits him to sleep in the house. They measure their wealth by the rice they own, the cereal being regarded as a luxury along with their camotes (sweet potato).

The tribe differs somewhat from the "Negritos" in that they are well supplied with cooking utensils, made by themselves of solid copper, which is found in large quantities in nearly all parts of the northern provinces. It may also be said, that they have a process of hardening this metal until it is as hard as steel; this process, however, they will not divulge. Nearly all their implements, arrow heads, axes, knives and tools are made of copper. Those living in rancheros are governed by a presidente appointed by the provincial governor, while those inhabiting the mountain regions are ruled by a chief selected by themselves. Very little is known of the latter, as they seldom visit thickly populated districts.

THE HEADHUNTERS OF NORTHERN LUZON are perhaps the most ferocious of the wild tribes to be found in that island. They live in the Sierra

Madre mountains, separating the province of Nueva Ecija from Pangasinan. Villages or settlements are entirely unknown among them. They are a roaming tribe of cannibals, sleeping wherever and whenever overtaken by night, and with never failing precaution to build a high fence around their camp to prevent any contemplated raids by hostile tribes. Travelling in bands of from fifty to two hundred they never sleep twice in the same place, and should they meet a small party of strangers the Ibalao invariably make an attack, and if successful in killing their victims, the bloody work is finished by the heads being chopped off with their huge war knives. These heads are always carried along and play an important part in their feasts and other ceremonies; hence the reason, they are called headhunters.

Their thirst for human blood is such that at times they will make a descent upon the smaller towns or villages along the mountain ranges and kill everyone they meet. During my stay in those parts in March of 1901, no less than nine natives were slain in cold blood by the savages, and it is greatly on that fact, that the veracity of this part of the story is based.

The Ibalao kill for the sake of making human sacrifices, and unlike the fanatical Mojos of Mindanao or the Jolo group, who kill only Christians, they slaughter people of all creeds, even members of their own tribe, in order to make the offering, which is only in keeping with their ancestral, fanatical religion. During the months of January, February and March they must make most offerings, and it is then that they become the boldest and most bloodthirsty. At that time they have attacked the soldiers or constabulary, and although they met with sad defeat, it did not deter them from making an attack upon an adjoining village, where they were more successful. In their raids, if they cannot kill strangers they murder their old or blind men or women and should a woman give birth to twins, the last born is killed and offered as a sacrifice.

Wherever a head is taken, a notch is put on the blade of the bloody war knife that did the work; the more notches, the more brave. Young men cannot count any more unless he has taken at least one head, and instead of young women inquiring into a prospective suitor's family relations, they merely ask "How many notches to your credit," and woe be unto the youth whose knife is notched.

The ears, thumbs and fingers taken from a victim serve as ornaments, which are worn around the neck of these mountain belles, as though they were real diamond necklaces or other costly jewels, and a young man cannot please his lady friend better than with a gift of one of these human charms.

During the ceremony of the offering, human skulls are in evidence everywhere; and at the end of long poles, in the hands of fanatics they madly swing in the air. The last drops of blood dripping from the severed veins of the fresh skulls are caught in cups and drunk with their "baser," an intoxicating drink, which is supposed to appease and drive away the evil one. As the barbarous ceremony proceeds, and the human fends become intoxicated, then with bloodshot eyes and quivering lips, they thirst for fresh human gore—a ghastly spectacle indeed, but the most important ceremony of the Headhunters, who inhabit the mountainous regions not over sixty miles north-east of Manila.

THE BAGABOS OF MINDANAO are also notable on account of the human sacrifices they offer to appease the devil, who, with his wives, is supposed to live in the active volcano of Apo, which is located about fifteen miles west of Davao Bay. The devil's name is Mand-rangan, and it is necessary to appease him with human blood, which is his only drink. The Bagabos believe that each person has two souls, one of which goes to heaven, and the other to the infernal regions, feel particularly anxious to please the arch fiend, and for this purpose they keep slaves, usually captives during raids upon weaker tribes. As there are about seventeen wild tribes in the interior of Mindanao, tribal wars are continuous, resulting with the stronger enslaving the weaker; and as nearly all of them offer human sacrifices, murders with the greatest cruelties are regularly perpetrated. Of all the wild tribes of Mindanao the Manobas are, perhaps, the most ferocious and treacherous. They build their homes in the tree tops, along rivers so as to be safe from their enemies. Their costume varies with the number of murders one has committed; a man having from five to ten to his name indicates the fact by a flesh coloured handkerchief worn on his head. A scarlet handkerchief and a shirt decorate the person of a man who has murdered from ten to twenty people, while for over twenty, red pantaloons may be added, and it may be said, the latter are greatly in evidence.

Thus, it is seen that among Uncle Sam's new wild folks, many possess elements of attractiveness not enjoyed by the Filipinos of higher civilization.

JAS. EDGAR SMITH.

(To be continued.)

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

To-day's quotations close as follows:—
Ranks ... 56 3/4, L'lon 63.10
Unions ... 49 1/2
H.K. & M. S. B. ... 34 1/2
Indo-China ... 82 1/2
Douglas ... 38 1/2
Shells ... 41 1/2
China Sugars ... 59 3/4
Punjoms ... 165 1/2
Docks ... 204
Kowloon Wharves ... 86 1/2
Farnhams ... 114 1/2
Hotels ... 151 1/2
Humphreys Estate ... 104 1/2
Green Islands ... 22 1/2

FARNHAM BOYDS.

The shares in S. C. Farnham, Boyd & Co., Ltd., were quoted at the beginning of January last at Tls. 181.25, and they were sold on Saturday at Tls. 127.50, remarks the N. C. D. News, of the 31st ult. There are 55,200 of these shares, which means a total difference of Tls. 2,967,000. It may be noted that this difference would be very much smaller if the values are taken in sterling, in which case the loss is about £200,000 or, at 2s. 6d., Tls. 1,600,000. It is not known that there has been any diminution whatever in the Company's earning power, and it must be a long time before there can be any serious competition in Shanghai, so that the fall is principally an indication of the tightness of money.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 1/10 11/16
" Bank Bills, on demand ... 1/10 1/16
" Credits, 4 months' sight ... 1/11 1/16
" Debits, 4 months' sight ... 1/11 1/16
ON BERLIN, (demand) ... M. 4.93
ON PARIS, Bank Bills, on demand ... 2.38
" Credits, 4 months' sight ... 2.41 1/2
ON NEW YORK, Bank Bills, on demand ... 46 1/2
" Credits, 30 days' sight ... 46 1/2
ON BOMBAY, Telegraphic Transfer ... 14 1/2
" On demand ... 14 1/2
ON SHANGHAI, Telegraphic Transfer ... 72 1/2
" Private 30 days' sight ... nom.
ON YOKOHAMA, T.T. ... 92
Sovereigns, Bank's Buy-Sell Rate ... \$10.70
Gold Leaf 100 touch, per tola ... 65.40
Bar Silver ... 64

OPUM QUOTATIONS.

To-day's quotations are at 4 1/2 p.m. — Per chest —
MALWA NEW ... @ No Sales
" LAST YEAR ... @ 940/970
" OLDEST ... @ 997/1040
PATNA NEW ... @ 1,102
" OLD ... @ No Sales
HUMARTS NEW ... @ 1,100
" OLD ... @ No Sales
PERSIAN (PAPER) ... @ 750/840

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned will Sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 5th September, 1903, at 3 P.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, 150 LOTS OF VALUABLE POSTAGE STAMPS; ALSO One ALBUM with about 1,200 ASSORTED STAMPS. Particulars of which can be seen from Catalogue. TERMS—As usual.

HONGKONG, 4th September, 1903. [1079e]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE CHINA LIGHT AND POWER CO., LIMITED, AND IN THE MATTER OF THE COMPANIES ORDINANCES 1877 AND 1886.

NOTICE is hereby given that a Petition presented to the Supreme Court of Hongkong on the 31st day of August, 1903, for confirming a SPECIAL RESOLUTION reducing the Capital of the above mentioned Company from \$300,000 to \$150,000 is directed to be heard before His Honour the Chief Justice on MONDAY, the 14th day of September, 1903, at 10.30 A.M. Any Creditor or Shareholder of the Company desiring to oppose the making of an Order for the Reduction of the Capital of the said Company under the above Ordinances should appear at the time of hearing by himself or his Counsel for that purpose and a copy of the Petition will be furnished to any Creditor or Shareholder of the Company requiring the same by the Undersigned on payment of the Regulation Charges for the same.

Dated the 3rd day of September, 1903.
J. W. NORTON KYSHE, Registrar.
EWENS & HARTSON, Solicitors for the Company.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship

"AUSTRALIEN"
Captain Verron, will be despatched for the above Port, on or about SUNDAY, the 6th September.

For Freight or Passage, apply to:
G. DE CHAMPEAUX, Agent.
Hongkong, 4th September, 1903. [1006e]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

CONSIGNEES OF CARGO per Steamship "SIBERIA".
The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. STUART THOMSON, Acting Agent.
Hongkong, 4th September, 1903. [1006e]

Co-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN."

Captain Gibson, will be despatched for the above Port, on SUNDAY, the 6th instant at 9 A.M.

For Freight or Passage apply to:
DOUGLAS, LAFFRAIK & CO., General Managers.
Hongkong, 4th September, 1903. [1086e]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS en route to CALLAO.

Taking Cargo at through Rates to PERSIA, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA."

Captain Magazzini, will be despatched as above on FRIDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging VICTORIA DOCK.

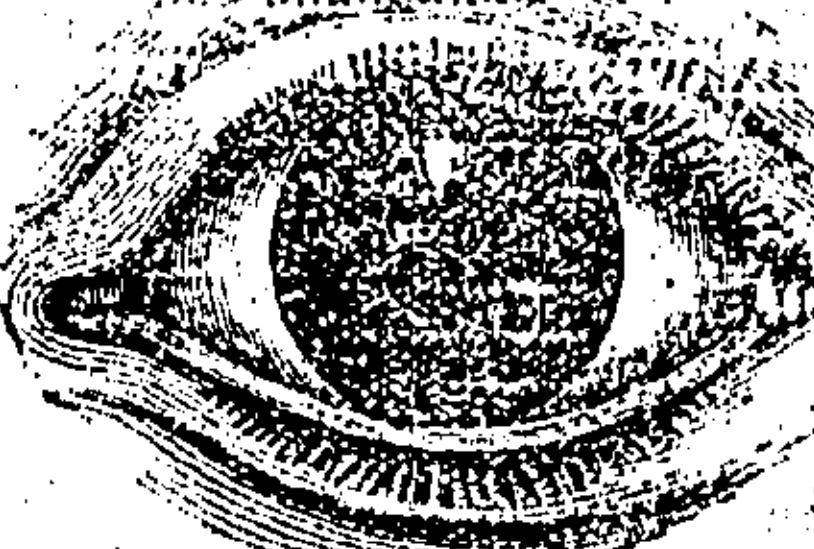
For further Particulars regarding Freight and Passage, apply to:

CARLOWITZ & Co., Agents.
Hongkong, 4th September, 1903. [1086e]


WANTED AT ONCE.

LESSONS IN SHORTHAND. (Advanced instruction). Apply, stating terms, &c., to—

"STENOGRAPHER," C/o. This Paper.
Hongkong, 31st August, 1903



N. LAZARUS, OPTHALMIC OPTICIAN OF LONDON AND CALCUTTA. SIGHT TESTED. LENSES for the correction of Astigmatism ground on the premises. Spectacles and Eyeglasses in all styles and metals. Consulting Room: No. 16, Queen's Road Central. Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor. DAVID BENJAMIN, Manager. Hongkong, 23rd June, 1903. [606e]



THE POPULAR SCOTCH IS "BLACK & WHITE". JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to H.M. THE KING and HRH. the PRINCE of WALES. Supplied at all the LEADING CLUBS and HOTELS, and to be obtained of LANE, CRAWFORD & CO., Queen's Road Central. [606e]

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM | STEAMERS | DUE |
|----------------------|-------------|--------------------|
| LONDON and LIVERPOOL | "AGAMEMNON" | On 5th September. |
| LONDON and LIVERPOOL | "JASON" | On 17th September. |
| LONDON and LIVERPOOL | "PAK LING" | On 23rd September. |
| LONDON and LIVERPOOL | "CALCHAS" | On 1st October. |
| LONDON and LIVERPOOL | "ANTENOR" | On 7th October. |
| LONDON and LIVERPOOL | "OANFA" | On 24th October. |

S.S. "DEUCALION" has arrived and leaves for Nagasaki on Friday.

S.S. "AGAMEMNON" left Singapore 31st ult. and is due here 5th inst. p.m.

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|--------------------------|-------------|--------------------|
| PARIS, LONDON & ABERDEEN | "KINTUCK" | On 15th September. |
| LIVERPOOL | "PINGUEV" | On 22nd September. |
| PARIS, LONDON & ABERDEEN | "GLAUCUS" | On 29th September. |
| PARIS, LONDON & ABERDEEN | "AGAMEMNON" | On 13th October. |
| LIVERPOOL | "JASON" | On 23rd October. |
| PARIS, LONDON & ABERDEEN | "PAK LING" | On 27th October. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|--------------------------------------------------|----------|-------------------|
| ST. PETERSBURG, SEATTLE, TACOMA, and "DEUCALION" | | On 4th September. |
| PACIFIC COAST PORTS, via "CALCHAS" | | On 2nd October. |
| NAGASAKI, KOBE and YOKOHAMA, via "OANFA" | | On 2nd November. |

S.S. "TELEMACHUS" from Tacoma left Moji 1st inst. a.m., for Hongkong direct.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd September, 1903.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|--------------------------------------------------------------------------------------------|-------------|----------------|
| MOY, SAMARANG and SOERABAYA | "SHANTUNG" | 6th September. |
| HANGHAI and CHINKIANG | "YOHOW" | 7th " |
| HANGHAI | "CHANGHAI" | 7th " |
| ANILA | "CHANGHAI" | 8th " |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHANGHAI" | 8th " |
| ANILA | "SUNGKIANG" | 9th " |
| KOAHAMA and KOBE | "CHINGTU" | 12th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO YOKOHAMA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd September, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|--------|----------------------------------|
| UBI | 2540 | R. W. Almond | MANILA | SATURDAY, 5th Sept., at 10 A.M. |
| AFIRO | 2540 | R. Rodger | MANILA | SATURDAY, 12th Sept., at 10 A.M. |
| ERLA | 1980 | J. McGinty | | |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 31st August, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

| Steamship | Tons | Captain | To Sail |
|--------------|-------|---------------------|-----------------|
| "INDRASAMHA" | 5,197 | W. E. Craven | Sept. 13, 1903. |
| "INDRAVELLI" | 4,899 | R. P. Craven | Oct. 14, " |
| "INDRAPURA" | 4,899 | A. E. Hollingsworth | Nov. 14, " |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

| Destinations. | Steamers. | Captains. | Sailing Dates. |
|---------------------|-----------------|--------------|----------------------|
| FOR TAMSUI | "DAIGI MARU" | T. W. Groves | SUNDAY, 6th Sept. |
| FOR FOCHOW | "ANPING MARU" | J. Goto | WEDNESDAY, 9th Sept. |
| FOR TAMSUI (DIRECT) | "PAIJIN MARU" | T. Ogata | FRIDAY, 11th Sept. |
| FOR ANPING | "MAIDZURU MARU" | K. Akashi | SUNDAY, 13th Sept. |

* Via Swatow and Aow.

The Company's new steamers are specially designed for the coast trade of South China and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at the wharf of the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's service from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

Hongkong, 4th September, 1903.

T. ARIMA, Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents. Hongkong, 8th July, 1903. [8046]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 p.m. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity. Passage Fare, \$4 Single Journey. Meals \$1 each. The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [3222]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above TO-MORROW, the 5th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th September, 1903. [10682]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1903.

"MOGUL" 7th Sept.

"BRAEMAR" 14th Sept.

"SATSUMA" 21st Sept.

"SHIMOSA" 28th Sept.

"KURISTAN" 5th Oct.

"RICHMOND CASTLE" 12th Oct.

For Freight and further information, apply to

DOUGALL & Co., LIMITED,
Agents.

Hongkong, 3rd September, 1903. [3399]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship. Captain. Tons. Sailing Date.

ROHILLA MARU E. J. Bishop 3,869 TUESDAY, 8th instant, at Noon.

ROSETTA MARU H. S. Smith 3,876 TUESDAY, 15th instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 2nd September, 1903. K. NAKASHIMA, Manager. [1712]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M. (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$2.50; Return Ticket, \$2.50. 3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

Wharf opposite Central Market.

The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &c., apply to—

WING ON & CO.,
2nd Floor, No. 16, Victoria Street
Hongkong, 1st September, 1903. [11073]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI.

THE Company's Steamship

"AUSTRALIEN,"

Captain Vernon, will be despatched for the above Port, on or about SUNDAY, the 6th September.

For Freight or Passage, apply to

G. LE CHAMPEAUX,
Agent.

Hongkong, 31st August, 1903. [11046]

SAVARESSE'S
SANDAL
CAPSULES

Not made of Galsol, most efficacious, because absolutely pure Eucalypti Oil.

Full directions. All Chemists.

Inset on Savarasse's.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"PERSIA,"

Captain Caglietto, will be despatched as above on SATURDAY, the 19th September, P.M.

This steamer has capital accommodation for passengers. Electric light and carries a doctor.

For Information as to Passage and Freight apply to

HANDER, WIELER & Co.,
Agents,
Prince's Buildings.

Hongkong, 24th August, 1903. [9632]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the above Ports, on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 27th August, 1903. [10422]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"NORDKYN,"

Captain A. Beer, will be despatched as above on or about WEDNESDAY, the 30th September.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 29th August, 1903. [10592]

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship. Captain. Tons. Sailing Date.

ROHILLA MARU E. J. Bishop 3,869 TUESDAY, 8th instant, at Noon.

ROSETTA MARU H. S. Smith 3,876 TUESDAY, 15th instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 2nd September, 1903. K. NAKASHIMA, Manager. [1712]

Intimations.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 28th November, 1903. [12092]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. J. SAKATA), DENTIST.

No. 26, Connaught Road Central.

Hongkong, 6th February, 1904. [20]

SAVITAS

FLUID OIL CRUDE FLUID POWDER EMBROCATION SOAPS DISINFECTORS INHALERS FUMIGATORS

COLORLESS FRAGRANT NON-POISONOUS DOES NOT STAIN KILLS ALL DISEASE GERMS OXYGENATES THE AIR

Sulphur Goggles. KINGSZETT'S PATENT.

"HOW TO DISINFECT" Book Free.

THE "SAVITAS" CO., Ltd., Bethnal Green, LONDON, E.

DISINFECTANTS

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this; unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISING RATES.

(per inch.)

One week.....\$ 2.00

One month....." 2.00

Two months....." 3.00

Three....." 3.00

Six....." 3.00

Twelve....." 7.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts..... 5 per cent.

6....." 10 "

12....." 25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken PROGRAMMES,

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

WEATHER-FORECASTS AND

STORM-WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here:—

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a typhoon to the Southward of the Colony, (i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Shipping.

Arrivals.
 Ulbrand, Nor. s.s. 1,269, Andersen, 3rd Sept.—
 —Moj 27th Sept. Coal.—Mr. Jeffries.
 Hailan, Fr. s.s. 377, Andersen, 3rd Sept.—
 —Hoihow 2nd Aug. Gen.—A. R. M.
 Shantung, Ger. s.s. 1,000, Engelhart, 3rd Sept.—
 —Sumatra 26th Aug. and Singapore 28th.
 Kerosine.—Mr. Geo. McBain.
 Else, Ger. s.s. 903, Petersen, 3rd Sept.—
 —Hoihow 30th Aug. Gen.—J. & Co.
 Oscar, Norw. s.s. 2,000, Olsen, 3rd Sept.—Moj
 27th Aug. Co.—M. B. K.
 Patrol, Br. s.s. 1,229, Dunmal, 3rd Sept.—
 —E. & A. T. Co.
 Rajahuri, Ger. s.s. 1,187, Wendig, 3rd Sept.—
 —Bangkok 29th Aug. Rice.—B. & S.
 Elita, Nussack, Ger. s.s. 1,191, Ruhl, 3rd
 Sept.—Shanghai 30th Aug. Gen.—Bover
 & Co.
 Tyr, Nor. s.s. 1,718, Danielson, 3rd Sept.—
 —Hongay 31st Aug. Coal.—E. A. T. Co.
 Awa Maru, Jap. s.s. 3,917, Trennt, 3rd Sept.—
 —Shanghai 31st Aug. G. n.—N. Y. K.
 Hikosan Maru, Jap. s.s. 2,302, Fujiki, 3rd
 Sept.—Kutchinotzu 29th Aug. Coal.—M.
 B. K.
 Mercedes, Br. s.s. 3,000, McGregor, 4th Sept.—
 —Wellington, N. Z. 5th Aug. Coal.—Naval
 Stores.
 Choyang, Br. s.s. 1,124, Lambie, 4th Sept.—
 —Shanghai 30th Aug. and Swatow 3rd, Gen.
 —J. M. & Co.
 Urdian, Br. s.s. 1,935, Haig, 4th Sept.—
 —Manila, P. I. 1st Sept. Ballast.—D. & Co.
 L. d.
 Yochow, Br. s.s. 1,366, Brown, 4th Sept.—
 —Canton 3rd Sept. Gen.—B. & S.
 Hopsang, Br. s.s. 1,359, Hay, 4th Sept.—
 —Samrang 26th Aug. Sugar.—J. M. & Co.
 Huron, Br. s.s. 1,089, Walsh, 4th Sept.—Moj
 29th Aug. Coals.—M. B. K.
 Pronto, Nor. s.s. 867, Seeburg, 3rd Sept.—
 —Newchwang 29th Aug. Gen.—E. A. T. Co.
 Siberia, Am. s.s. 1,284, Smith, 4th Sept.—
 —San Francisco 8th Aug. and Shanghai 2nd
 Sept., Mails and Gen.—P. M. S. S. Co.

Clearances at the Harbour Office.

Elita Nussack, for Canton.
 Pak Kong, for Macao.
 Choyang, for Canton.
 Wuchang, for Cebu.
 Chowli, for Bangkok.
 Shantung, for Shanghai.
 Maitauru Maru, for Swatow.
 Loongsang, for Manila.
 Wuchang, for Macao.
 Wo Kwei, for Wuchow.
 Awa Maru, for Singapore.
 Rubi, for Manila.
 Karin, for Chiofo.
 Chan On, for Wuchow.

Departures.

Sept. 4.
 Michael Jensen, for Hoihow.
 Hongkong, for Amoy.
 Choyang, for Bangkok.
 Summer, Am. cruiser, for Manila.
 Loongsang, for Manila.
 Taisang, for Shanghai.
 Pundit, for Yokohama.
 Wuchang, for Hoihow.
 Daphne, for Amoy.
 Tyr, for Canton.
 Choyang, for Canton.

Passengers arrived.

Per Siberia, from San Francisco, &c.—Capt.
 Ehrhardt, Mr. and Mrs. J. W. Hony, Mrs. M. P.
 Hale, Mrs. V. Corryell, Mrs. M. Hempstead,
 Mr. G. S. Holmes, Miss A. H. Carter, Mrs. J.
 O. Day, Miss C. E. Papp, Mrs. E. H. James
 and child, Mr. F. B. Loven, Misses M. L.
 Donoghue, and B. Radcliffe, Dr. W. H.
 Bucher, U.S.N., Miss BaracloUGH, Miss M. R.
 Perkins, General Garcia, Mrs. W. C. Langfeldt,
 Mr. R. Campbell, Mr. and Mrs. H. J. Fisher,
 Messrs. B. James, H. Moir, Dr. Eleanor Ghest-
 nut, Mr. and Mrs. L. P. Weaver, Miss M. Haw-
 ley, Miss W. Hawley, Messrs. J. I. Huston, D.
 E. Fee, C. M. Sparrow, E. C. Day, W. Grayson,
 M. J. Myers, A. R. Glaisyer, J. G. Kennedy,
 Lum Ching, E. A. Jeanneret, Mrs. J. P. Martin,
 Mrs. R. A. Giffin, Mrs. H. M. Basset, Mr. W.
 Basset, Mrs. B. Campbell, Mr. Bow Shu Hoon
 and native servant, Rev. and Mrs. H. G.
 Hodges, Messrs. F. Gordon, A. Cameron, and
 237 Chinese.

Steamers Expected.

| Vessels | From | Agents | Date |
|------------------|---------------|-----------------|----------|
| Kumano Maru | Japan | N. Y. K. | Sept. 5 |
| Telemachus | Amoy | B. & S. | Sept. 5 |
| Australian | Singapore | M. M. | Sept. 6 |
| Borneo | Singapore | P. & O. Co. | Sept. 6 |
| Catherine A. Car | Singapore | D. S. & Co. | Sept. 6 |
| Pekin | Singapore | P. & O. Co. | Sept. 6 |
| Bombay Maru | Japan | N. Y. K. | Sept. 6 |
| Emp. of Japan | Japan | C. P. R. Co. | Sept. 8 |
| Chingtu | Japan | B. & S. | Sept. 9 |
| Wakasa Maru | Singapore | N. Y. K. | Sept. 9 |
| Tartar | Vancouver | C. P. R. Co. | Sept. 13 |
| Kinshu Maru | Bombay | N. Y. K. | Sept. 13 |
| Namsang | Calcutta | N. Y. K. | Sept. 13 |
| Coptic | San Francisco | O. & O. Co. | Sept. 16 |
| America Maru | San Francisco | P. M. S. S. Co. | Sept. 23 |
| Australian | Sydney | C. L. & Co. | Sept. 23 |

Hongkong & Whampoa Dock Returns.
 Hygiea at Kowloon Dock.
 Pembroke hire
 Holstein
 Olympia
 Maiduru Maru
 Bygdo
 Helen Wyman Cosmopolitan
 Changsha
 Wo Sang Aberdeen

Shipping Reports.

Sir. Elita Nussack from Shanghai.—Very
 dirty weather outside.
 Sir. Kordistan from Manila.—Light variable
 winds, smooth sea, heavy rain.
 Sir. Hopsang from Samarang.—Light to
 moderate variable winds, with rain squalls
 daily, sea smooth, and otherwise fine.
 Sir. Choyang from Shanghai.—Fresh to
 moderate S.E. winds, and clear weather to
 Tung Yung, thence to Swatow light variable
 winds, and dull overcast weather; there to port
 light Ely winds, overcast, and heavy rain
 squalls.

Ships Passed The Canal.

Outward.—12th August.—Borneo, Fairlie,
 Regina, 14th August.—Acoman, Lennox,
 Australian, Brizgovia, Simla, Wakasa Maru.
 19th August.—Benlows, Indranta, Simooni,
 St. Fillans, Freiburg, 21st August.—Jason,
 Java, 25th August.—Glenshiel, Ceylon, 28th
 August.—Annam, Kanagawa Maru, Macduff,
 Pak Ling, Prinz Heinrich, Nurnberg, Candia,
 1st September.—Lerche, Glenagarry, Glenloch,
 Promethus, Hermann, Nippon.
 Homeward.—12th August.—Arara, 14th
 August.—Anana.

Arrivals at Home—12th August—Canton.

14th August.—Hyon, Kawachi Maru, Huihin,
 19th August.—Hudson, Alcinous, Pecos, Er,
 Ernest Simons, Alankive, 21st August.—
 25th August.—Kastrana, Glen-
 Bingo Maru, 25th August.—Hamburg, Vindo-
 bona, 28th August.—Manila, 1st September
 —Benlond, Tamba Maru, Princess Marie.

Vessels in Port.

Arnold Luyken, Ger. s.s. 1,095, Ueberfeldt,
 1st Sept.—Saigon 28th Aug. Flour.—E.
 A. T. Co.
 Borneo, Ger. s.s. 2,068, Muhle, 3rd Sept.—
 —Sandakan 28th Aug. Timber and Gen.—
 M. & Co.
 Bygdo, Norw. s.s. 771, Gundersen, 31st Aug.—
 —Canton 30th Aug. Gen.—Yep Sen & Co.
 Carl Diederichsen, Cr. s.s. 774, Schlaikier,
 2nd Sept.—Hoihow 1st Sept. Gen.—J. &
 Co.
 C. Ferd. Laeisz, Ger. s.s. 5,874, Sachs, 2nd
 Sept.—Kobe 2th Aug. Coal and Gen.—
 H. A. L.
 Changsha, Br. s.s. 1,463, Moore, 17th Aug.—
 —Sydney 2nd July, and Manila 15th Aug.
 Gen.—B. & S.
 Chungsang, Br. s.s. 1,418, Cox, 31st Aug.—
 —Samarang and Pasuruan 21st Aug. Sugar
 —J. M. & Co.
 Crown of Arragon, Br. s.s. 1,474, Dorward,
 27th Aug.—Fochow 25th Aug. Tea.—
 Gilman & Co.
 Decalation, Br. s.s. 1,476, Keay, 2nd Sept.—
 —Singapore 28th Aug. Gen.—B. & S.
 Elisabeth Rickmers, Ger. s.s. Nebinger, 3rd
 Sept.—Swatow 2nd Sept. Rice and Wood.
 —A. K. & Co.
 Guthrie, Br. s.s. 2,338, Dabell, 31st Aug.—
 —Hongay 29th Aug. Coal.—G. L. & Co.
 H. H. Stein, Ger. s.s. 983, Lorenzen, 29th Aug.—
 —Saigon 24th Aug. Rice and Flour.—J. &
 Co.
 Indrasamba, Br. s.s. 3,566, Craven, 3rd Sept.—
 —Portland, Or. via Ports 2nd Aug. Gen.—
 —J. M. Cameron.
 Ischia, Ital. s.s. 2,784, Maganzini, 3rd Sept.—
 —Hoihow and Singapore 27th Aug. Gen.—
 C. & Co.

Jupiter, Br. s.s. 2,199, Reid, 31st Aug.—
 —Penarth 16th July, Coals.—Admiralty.
 Koun Maru, Jap. s.s. 1,789, Minamikawa, 30th
 Aug.—Kobe 26th Aug. Coal and Gen.—
 Tan Yok Chon.
 Kumsang, Br. s.s. 2,078, Buller, 31st Aug.—
 —Calcutta via Penang and Singapore 2th
 Aug. Gen.—J. M. & Co.
 Lalpoora, Br. s.s. 2,124, Windebank, 1st Sept.—
 —Rangoon via Straits 20th Aug. Gen.—A.
 M. & Co.
 Lothian, Br. s.s. 3,223, Williamson, 31st Aug.—
 —San Francisco via Yokohama and Mrj
 28th July, Gen.—D. & Co., Ltd.
 Madeleine Rickmers, Ger. s.s. 1,020, Sanders,
 3rd Sept.—Bangkok 28th Aug. Rice.—A.
 K. & Co.
 Mongkut, Br. s.s. 859, Gutsche, 3rd Sept.—
 —Bangkok 27th Aug. Rice.—B. & S.
 Nippon Maru, Jap. s.s. 3,437, Greene, 28th
 Aug.—San Francisco 31st July, and
 Shanghai 25th Aug.—Mails and Gen.—
 P. M. S. S. Co.
 Nordkyn, Norw. s.s. 2,104, Beer, 2nd Sept.—
 —Manila 29th Aug. Gen.—S. T. & Co.
 Olympia, Am. s.s. 1,739, Truebridge, 31st
 Aug.—Tacoma via Ports 3rd Aug. Gen.—
 —D. & Co., Ltd.
 Rubi, Br. s.s. 1,011, Almond, 24th Aug.—
 —Manila, P. I. 2nd Aug. Gen.—S. T. & Co.
 Shikano Maru, Jap. s.s. 2,054, Fujita, 30th
 Aug.—Moj 24th Aug. Coal.—E. A. T.
 Co.

Shantung, Br. s.s. 1,835, Quail, 31st Aug.—
 —Java 22nd Aug. Sugar.—B. & S.
 Shinano Maru, Jap. s.s. 3,960, Thompson, 25th
 Aug.—Shanghai 22nd Aug. Coal.—N. Y.
 K.
 Shini Maru, Jap. s.s. 1,036, Oshid, 27th Aug.—
 —Moj 20th Aug. Coal.—Order.
 Simongun, Dut. s.s. 1,202, Tol, 30th Aug.—
 —Samarang 21st Aug. Sugar.—Yuen Fat
 Hong.
 Taifu, Ger. s.s. 1,063, Menzell, 20th June.—
 —Mauritius via Singapore 14th June, Gen.—
 E. A. T. Co.
 Tiglav, Aust. s.s. 618, Randich, 25th Aug.—
 —Swatow 24th Aug. Gen.—Order.
 Triumph, Ger. s.s. 768, Hansen, 18th Aug.—
 —Moj 10th Aug. Coals.—J. & Co.

SAILING VESSELS.

Forthbank, Br. s.s. 1,324, Young, 27th Aug.—
 —Cebu 28th June, Ballast.—D. & Co., Ltd.
 Helena Wyman, Am. bq. 1,511, Vanhon, 10th
 Aug.—Singapore 1st Aug. Ballast.—
 Master.
 Ivy, Aust. bq. 1,205, Stelson, 1st Sept.—Fre-
 mantle 29th July, Kerosine Oil.—J. M. &
 Co.

Post Office.

A Mail will close for—
 Nagasaki, Kobe, Yokohama, Victoria and
 Seattle—Per Decalation, 5th inst., 8 A.M.
 Manila—Per Rubi, 5th inst., 9 A.M.
 Canton—Per Hainan, 5th inst., 9.30 A.M.
 Amoy—Per Lalpoora, 5th inst., 11 A.M.
 Singapore, Penang and Calcutta—Per Kum-
 sang, 5th inst., 11 A.M.
 Macao—Per Heungshan, 5th inst., 1.15 P.M.
 Kumchuk and Samshui—Per Tungkong,
 5th inst., 4 P.M.
 Hoihow and Pakhoi—Per Hailan, 5th inst.,
 4 P.M.

Namtab—Per Taichun, 5th inst., 5 P.M.
 Macao—Per W'ingchi, 5th inst., 5 P.M.
 Sanbue—Per Lee Wing, 5th inst., 5 P.M.
 Amoy, Samarang and Sourabaya—Per Shan-
 tung, 5th inst., 5 P.M.
 Moj—Per Hikosan Maru, 6th inst., 9 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 Victoria and Vancouver, B.C.—Per Tairin,
 7th inst., 11 A.M.
 Swatow and Shanghai—Per Kingsting, 7th
 inst., 3 P.M.
 Shanghai—Per Chan'chow, 7th inst., 4 P.M.
 Shanghai and Chinkiang—Per Yachow, 7th
 inst., 4 P.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 Honolulu and San Francisco—Per Nippon
 Maru, 8th inst., 10.45 A.M.
 Europe, Am. bq. 1,511, via Tairin—Per
 Saluzie, 8th inst., 11 A.M.
 Singapore, Sourabaya and Samarang—Per
 Chungsang, 8th inst., 2 P.M.
 Manila, Port Darwin, Thursday Island,
 Cooktown, Cairns, Townsville, Brisbane,
 Sydney and Melbourne—Per Changsha, 8th
 inst., 3 P.M.
 Shanghai, Moj, Kobe, Yokohama, Victoria
 and Seattle—Per Shinano Maru, 8th inst.,
 3 P.M.
 Tientsin—Per Wosang, 8th inst., 3 P.M.
 Manila—Per Sungkong, 8th inst., 3 P.M.
 Shanghai, Moj, Kobe, Yokohama, Victoria
 (B.C.), and Tacoma—Per Olympia, 10th inst.,
 11 A.M.

Singapore, Penang and Bombay—Per Ischia,
 11th inst., 11.30 A.M.
 Manila—Per Zofra, 12th inst., 9 A.M.
 Europe, Am. bq. 1,511, via Tairin—Per
 Chusan, 12th inst., 11 A.M.
 Yokohama and Kobe—Per Chingtu, 12th
 inst., 3 P.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 Victoria and Vancouver, B.C.—Per Empress of
 Japan, 23rd inst., 11 A.M.

THE WEATHER.

The following report is from Mr. F. G. Figg,
 Acting Director of the Hongkong Obser-
 vatory—

On the 4th at 11.30 a.m. The barometer has
 fallen moderately over N.E. Japan, risen slightly
 along the China coast.
 Pressure is highest over S. Japan, and gradi-
 ents continue slight for E. and S.E. winds over
 S. China, and the N. part of the China Sea.
 Forecast—moderate S.E. and E. winds;
 showery, squally.

| | On 4th | On 3rd | On 2nd |
|-------------|--------|--------|--------|
| Barometer | 29.86 | 29.83 | |
| Temperature | 81 | 75 | |
| Humidity | 84 | 93 | |
| Rainfall | 0.03 | | |

CHINA COAST METEOROLOGICAL REGISTER.

September 4th, 1903, a.m.
 Bar. Th. Hu. Wind W.
 Vladivostok, 7 a.m. 29.93 54 99 N 2 c
 Amur, 6 a.m. 29.88 — NE 2 c
 Hakodate, 5 a.m. 29.81 — SW 6 i
 Tokyo, 5 a.m. 30.02 — 0 0
 Koshi, 5 a.m. 29.99 — NE 2 c
 Nagasaki, 5 a.m. 29.95 — S 4 c
 Kagoshima, 5 a.m. 29.95 — E 2 c
 Oshima, 5 a.m. 29.92 — 0 0
 Naha, 5 a.m. 29.93 — 0 0
 Ishigaki, 5 a.m. 29.89 — E 2 c
 Taihoku, 5 a.m. 29.91 — 0 0
 Taichu, 5 a.m. 29.87 — 0 0
 Tainan, 5 a.m. 29.8 — 0 0
 Koshun, 5 a.m. 29.88 — 0 0
 Pescadore, 5 a.m. 29.85 — NE 4 i
 Wei-hai-wei, 9 a.m. — — — —
 Gutzlaff, 5 a.m. 29.95 82 83 S 2 c
 Sharp Peak, 5 a.m. 29.90 83 83 S 2 c
 Amoy, 6.30 a.m. 29.92 79 91 SE 1 c
 Swatow, 9 a.m. 29.89 79 — NE 2 c
 Canton, 10 a.m. 29.80 80 87 E 2 c
 Hongkong, 10 a.m. 29.80 80 87 E 2 c
 Victoria Peak, 5 a.m. 29.37 — S 3 i
 Gap Rock, 5 a.m. 29.87 76 — SW 2 c
 Macao, 5 a.m. 29.88 78 72 ESE 1 c
 Haiphong, 9 a.m. 29.88 78 72 ESE 1 c
 Manila, 9 a.m. 29.88 78 72 ESE 1 c
 Bacolod, 9 a.m. 29.89 82 — N 1 c
 Cebu, 9 a.m. 29.89 82 — 0 0
 Iloilo, 9 a.m. 29.89 82 — 0 0
 C. St. James, 10 a.m. — — — —

VISITORS AT THE HOTELS.

KOWLOON.
 Akehurst, A. C. Land, F. B.
 Bencke, A. E. Lillingston, Rev. S. E.
 Broadhall, L. L. Spooner
 Gradap, C. M. Selmuloch, R. H.
 Harman, J. O. B. Spence, Capt. and Mrs.
 Haverlag, E. F. E. Walters, Mrs.
 Jackson, Mrs. and child

HONGKONG.
 Anderson, Mr. Katsch, E. A.
 Anton, A. S. Keegan, J.
 Anson, O. M. H. Kitzmauth, G. G.
 Barrett, E. G. Leggett, E. A.
 Baun, A. Lewis, A. R.
 Beneyton, A. M. F. Macgowan, R. J.
 Black, Mr. and Mrs. MacKie, Gordon.
 Boggan, Mr. & Mrs. Marangoni, Mr. & Mrs.
 Bonner, E. A. Marriott, Dr. O.
 Bowers, Dr. Mast, Sydney
 Brown, W. S. Mast, E.
 Colson, F. T. McVran, T. P.
 Coulson, C. H. McLean, L.
 Dean, G. M'Clary, C.
 Derbyshire, J. H. Meikle, Mr. & Mrs. E.
 Douglas, Capt. & Mrs. J. Miller, P. L.
 Downing, T. C. Moller, Mrs. and
 Ellis, Mr. and Mrs. A. child
 Emerson, A. Murphy, Mr. and Mrs.
 Fischer, Mr. & Mrs. E. E. O.
 Fisher, H. G. Murray, Dr. H. V.
 Fonsoea, A. M. H. North, C. J.
 Glover, C. Osborn, Mrs. G.
 Grant, A. W. Parfitt, W.
 Hall, Capt. T. A. Puttie, J. A.
 Hammer, Thos. A. Potter, A. G.
 Hanna, W. B. Potts, W. H.
 Harvey, R. D. Rosencrantz, H. J.
 Haughton, W. B. Shosberger, H.
 Hayton, J. T. Skott, C.
 Hill, L. D. Snewin, E. A.
 Hooper, Mr. and Mrs. Somerville, Geo.
 Howard, Thos. Somerville, Mrs. A.
 Icelly, Rev. J. Watkins, C. A.
 Jackman, H. T. Woolmer, Mr. & Mrs.
 Jones, J. W. Wright, Mr. and Mrs.
 Joseph, Mr. and Mrs. C. Gordon

KING EDWARD.
 Dynon, Miss Leslie, Rankin
 Dymond, J. Muellie, Ed. (Consul for
 A. S. Peru)
 Gerdes, Mr. Reiber, F.
 Green, Capt. F. E. Reynell, Mrs.
 Hawley, Mr. and Mrs. Rose, Mr. and Mrs. T.
 Geo. Schaller, Dr. W.
 Hollingsworth, A. H. Stephens, M. J. D.
 King H. P. Vaughan, H. S.

CONNAUGHT.
 Campbell, R. E., Lieut. Jordan, Mr. and Mrs.
 J. R. E. G.
 Daly, Mr. & Mrs. R. F. Marston, Mr. & Mrs. L.
 Dufour, Mrs. B. Tibbitt, H. M.
 Howard, E. Tyrwhitt, T.
 Humphreys, W. Williams, W. H.
 Lee, G. E.

OCCIDENTAL.
 Bains, John W. Merdas, G.
 Burton, A. B. Miller, J. T.
 Chandler, Lieut. F. Pezere, Lieut. T.
 Diss, George A. Shepherd, Mr. F.
 Donald, W. H. Shepherd, E. B.
 Harris, Paul H. Stephens, H.
 Keir, Dr. R. W. Wolf, Richard De
 Liddell, Mr. and Mrs. Woodbridge, F. J.
 Lopez, Amaro

PEAK.
 Allison, A. Longuet, Mr. and Mrs.
 Barnett, Dr. C. W.
 Beattie, Andrew McDermott, A. P. B.
 Behn, Geo. McGowan, Mr. & Mrs.
 Bernard, Mrs. A.
 Bird, Dr. and Mrs. J. Mitchell, Robert
 Brown, Col. L. F. Ollis, Mr. and Mrs. F.
 Brusse, George
 Bunney, Major and Mrs. Ormiston, R. A. Major,
 J. W. and children and Mrs. J. W.
 Chapman, Mr. & Mrs. Philip, Leonard D.
 A. W. Phipot, Donald
 Chichester, Maj. A. A. Pollock, K. C. H. E.
 Dymack, R. A., Lieut. A. Pratt, R. A., Major and
 Ferrier, Col. and Mrs. Mrs. H. A.
 G. H. Reid, T. H.
 Fuchs, A. Rumsey, R. N., Hon. R.
 Gibson, Dr. Robert Murray
 Grant, G. C. Lindsay Sawyer, Mrs. W. E.
 Hamilton, Major A. B. Scott, Charles R.
 Hauser, Mr. Sinclair, A.
 Hauser, Miss Smith, Carl W.
 Hewitt, F. T. Baines Spalckhaver, W. O. C.
 Hubbe, F. Thompson, Capt. N. G.
 Jeffries, H. U. Tomcher, Mr. and Mrs.
 Jones, Mr. and Mrs. P. W. G.
 Kerr, L. E. Wolf, R. T. R., Mr.
 King, R. H. Watson, Mr. and Mrs.
 Lambkin, Miss M. and child
 Lambkin, Col. & Mrs. Wenborn, S. T.
 F. J. Wilford, F. C.
 Martin, R.

CRAIGIEBURN.
 Cnu'field, Master and Lambelle, Lieut. and
 nurse Mrs. F. W.
 Gaskill, Mr. and Mrs. Lyons, Capt. and Mrs.
 Gilchrist, Mrs. Pearce, Mr. and Mrs.
 Harvey, Lieut. and T. W.
 Mrs. J. S. Sisters, (Gov. Civil
 Johnston, Mrs. and Hospital)
 child Summers, Mr. and Mrs.
 Helms, W. Wright, Mr. and Mrs.
 Hug, Mrs. E. R. F., child & nurse.

THOMAS.
 Bassett, H. D. Li Man Yin, Mr.
 Charles, L. Roberts, Capt.
 Chick Tek Thye, Mr. Robertson, O. L.
 Condy, Mr. C. and 2 Rougean, E.
 children Siet Tiang Lim, Mr.
 Crego, Mr. Wheelley, Mr.
 Cushim, J. W. Young, L. C.

THE SHARE MARKET.

| STOCKS. | PAID UP VALUE. | LAST DIVIDEND. | TO-DAY'S QUOTATION. |
|----------------------------------------------------------------------------|----------------|-------------------------------------------------------------------------------------|---------------------|
| BANKS. | | | |
| Hongkong and Shanghai Banking Corporation. | \$ 125 | Div. of £1.10/- @ 1/8 = \$18 for half-year ending 30.6.1903 | \$62 1/2 |
| National Bank of China, Ltd. | \$ 8 | 3/11 = \$1.96 1/2 for 1902 | \$28 s. |
| Do. Founders. | \$ 1 | None | \$10 |
| MARINE INSURANCES. | | | |
| Union In. Society of C'lon, Ltd. | \$ 100 | 60 per cent = \$30 per share for 1901 | \$107 1/2 b. |
| China Traders' In. Co., Ltd. | \$ 25 | 16 1/2 % = \$1 for year ended 30.4.1903 | \$60 b. |
| North China In. Co., Ltd. | \$ 25 | Interim of £1 for 1902 | Tls. 225 s. |
| Yangtze In. Association, Ltd. | \$ 60 | 20 % = \$12 for 1901 | \$135 s. |
| anton In. Office, Ltd. | \$ 50 | 28 % = \$14 per share for 1901 | \$181 b. |
| FIRE INSURANCES. | | | |
| Hongkong Fire In. Co., Ltd. | \$ 50 | \$2 1/2 per share for 1901 | \$135 |
| China Fire In. Co., Ltd. | \$ 20 | \$6 per share for 1901 | \$86 1/2 s. |
| SHIPPING. | | | |
| Hongkong, Canton, & Macao Steamboat Co., Ltd. | \$ 15 | \$1 1/2 for half-year ending 30.6.1903 | \$24 1/2 |
| Indo-China S. N. Co., Ltd. | \$ 10 | 5 % = 10/- per share for 1902 | \$80 |
| China & Manila S.S. Co., Ltd. | \$ 50 | 10 % = \$5 per share for 1902 | \$250 |
| Douglas Steamship Co., Ltd. | \$ 50 | Div. of \$3 for year ended 30.6.1902 | \$150 |
| "Star" Ferry Co., Ltd. | \$ 10 | \$1.20 = 12% for year ending 30.6.1903 | \$12 |
| "Shell" Transport & Trading Co., Ltd. | \$ 1 | 60 cts. 30.7.03 | \$17 |
| Taku Tug & Lighter Co., Ltd. | Tls. 50 | 3rd Interim of 6d. for 1902 | 1s. 11 b. |
| Shanghai Tug & Lighter Co. Limited. | Tls. 50 | Interim of 2 % for 1903 | Tls. 44 b. |
| | | First year | Tls. 62 |
| REFINERIES. | | | |
| China Sugar Refining Co., Ltd. | \$ 100 | Fin. of \$7 making \$12 for 1901 | \$93 |
| Luzon Sugar Refining Co., Ltd. | \$ 100 | \$3 per share for 1897 | \$11 s. |
| Perak Sugar Cultivation Co., Ltd. | Tls. 50 | Fin. of 7 % for year ending 30.7.02 | Tls. 65 |
| MINING. | | | |
| Punjom Mining Co., Ltd. | \$ 11 | None | \$1 1/2 |
| Société Française des Charbonnages du Tonkin | Fr. 250 | Fin. of Frs. 30 making Fcs. 60 for 1902 | \$600 s. |
| Raub Australian Gold Mining Co., Ltd. | £0.18.10 | No. 12 of 1/- per share 28.1.01 | \$9 |
| Chinese Engineering & Mining Co., Ltd. | £ 1 | No. 1 of 1/6 per share 10.10.02 | Tls. 6.50 s. |
| DOCKS, WHARVES AND GODOWNS. | | | |
| Hongkong & Whampoa Dock Co., Ltd. | \$ 50 | 12 % = \$ 6 for 1/2 year 30.6.03 | \$204 s. |
| S. C. Farham, Boyd & Co., Ltd. | Tls. 100 | Final of Tls. 8 making Tls. 15 for year ending 30.4.03 | Tls. 145 |
| Hongkong & Kowlooa Wharf & Godown Co., Ltd. | \$ 50 | Interim of \$2 1/2 for 1903 | \$86 b. |
| New Amoy Dock Co., Ltd. | \$ 6 1/2 | \$2 1/2 for 1902 | \$37 1/2 |
| Shanghai & Hongkew Wharf & Godown Co., Ltd. | Tls. 100 | Interim of Tls. 5 for 1903 | Tls. 215 s. |
| LANDS, HOTELS AND BUILDINGS. | | | |
| China Provident Loan & Mortgage Co., Ltd. | \$ 10 | 8 % = 80 cents per share for 1902 | \$9 1/2 s. |
| Hongkong Land Investment Agency Co., Ltd. | \$ 100 | Interim of \$6 for 1903 | \$155 |
| K'loon Land & Building Co., Ltd. | \$ 30 | \$2.30 per share for 1902 | \$35 |
| West Point Building Co., Ltd. | \$ 50 | Interim of \$1 1/2 for 1903 | \$50 1/2 |
| Honglong Hotel Co., Ltd. | \$ 50 | \$6 for 2nd 1/2 year making \$12 for 1902 | \$151 b. |
| Oriente Hotel Co., Ltd.(Manila) | \$ 50 | 8 % = \$4 for 1/2 year ending 31.12.1900 | \$57 b. |
| Astor House Hotel Co., Ltd.(Shanghai) | \$ 25 | 15 % for half-year ending 31.12.01 | \$29 1/2 s. |
| Hotel des Colonies Co., Ltd.(Shanghai) | Tls. 25 | 6 % for year ending 31.3.03 | Tls. 15 s. |
| Queen's Hotel (Wei-hai-wei) | Tls. 25 | First year | Tls. 25 |
| Humphreys Estate & Finance Co., Ltd. | \$ 10 | 9 per cent. for 1902 | \$10 1/2 |
| S'hai Land Investment Co., Ltd. | Tls. 50 | Interim of 6 % for 1903 | Tls. 100 s. |
| COTTON MILLS. | | | |
| Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. | \$ 10 | Interim of 40 cents, account 1902/1903 | \$15 b. |
| Ewo Cotton Spinning & Weaving Co., Ltd. | Tls. 100 | 3 % for period ended 31.10.97 | Tls. 36 s. |
| International Cotton Manufacturing Co., Ltd. | Tls. 100 | Interim of 3 % on account of 1898 | Tls. 40 s. |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. | Tls. 100 | Interim div. of 4 % on acct. of 1898 | Tls. 40 s. |
| Sny Chee Cotton Spinning Co., Ltd. | Tls. 500 | 4 % for period ended 31.12.00 | Tls. 202 |
| CIGAR AND TOBACCO COMPANIES. | | | |
| Alhambra, Ltd. | \$ 500 | 25 % for year ending 30.6.1900 | \$250 b. |
| Philippine Tobacco Trust Co., Ltd. | \$ 50 | None | \$15 b. |
| Shanghai Sumatra Tobacco Co., Ltd. | Tls. 20 | Interim of Tls. 3 per share | Tls. 51 b. |
| MISCELLANEOUS. | | | |
| Green Island Cement Co., Ltd. | \$ 10 | 12 % = \$1.20 per share for 1902 | \$22 b. |
| China-Borneo Co., Ltd. | \$ 12 | First year | \$9 1/2 |
| A. S. Watson & Co., Ltd. | \$ 10 | Interim of 5 % for 1902 | \$14 b. |
| Watkins, Ltd. | \$ 10 | \$1 per share for 1902 | \$7 b. |
| Hongkong Electric Co., Ltd. | \$ 10 | 90 cents for year ending 30.4.1903 | \$12 1/2 |
| Hongkong Electric Co., Ltd. | \$ 5 | 45 cents for year ending 30.4.1903 | \$7 |
| Hongkong & China Gas Co., Ltd. | £ 10 | 10 % div. and 1 % bonus for 1901 | \$140 b. |
| Hongkong Rope Manufacturing Co., Ltd. | \$ 50 | \$10 for 1902 | \$145 |
| Geo. Fenwick & Co., Ltd. | \$ 25 | 15 per cent = \$3.75 for 1902 | \$47 1/2 |
| Hongkong Ice Co., Ltd. | \$ 25 | Interim of \$4 for 1903 | \$250 s. |
| Hongkong High-Level Tramways Co., Ltd. | \$ 100 | \$18 for year ending 31.11.1902 | \$320 s. |
| Dairy Farm Co., Ltd. | \$ 6 | 75 cents for year ending 31.7.1902 | \$12 b. |
| Hongkong & China Bakery Co., Ltd. | \$ 50 | 5 per cent. = \$2 1/2 for 1901 | \$40 |
| Campbell, Moore & Co., Ltd. | \$ 10 | Div. of \$2 1/2 for 1902 | \$40 s. |
| Bell's Asbestos Eastern Agency, Ltd. | £0.12.6. | | \$5 1/2 |
| United Asbestos Oriental Agency, Ltd. | \$ 4 | 90 cents for year ending 31.5.03 | \$9 b. |
| Do. Founders. | \$ 10 | \$29.70 | \$100 b. |
| Hongkong Steam Water-banai Co., Ltd. | \$ 10 | Interim of 6 % | \$15 b. |
| China Light & Power Co., Ltd. | \$ 20 | None | \$5 s. and |
| Robinson Piano Co., Ltd. | \$ 50 | 5 % = \$2 1/2 for half-year 1901 | \$50 |
| M. H. Investment Co., Ltd. | \$ 50 | None | \$15 b. |
| William Powell, Ltd. | \$ 10 | \$1 for year ended 30.6.1903 | \$9 |
| Maa schappij tot Mijn-, Bosch- en Landbouw exploitatie in Langkat, Limited | Guilders 100 | 3rd Interim Dividend of Tls. 7 1/2 and bonus of Tls. 2 1/2 per share paid 15.6.1903 | Tls. 267 1/2 |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. | \$ 50 | First year | \$50 |
| Telegraphic Address—"Rialto." BENJAMIN, KELLY & POTTS | | | |
| Telephone No. 148, P. O. Box No. 111. Share Brokers. | | | |
| NOTE: —b=buyers, s=sellers, sa=sales. | | | |

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August 10th.

R. G. BECKFORD,
MANAGER